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Canada. Marine and Fisheries Dep

SUPPLEMENT

TO THE

THIRTIETH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, BEING PARTLY FOR THE FISCAL YEAR ENDED 30TH JUNE, 1897, AND PARTLY FOR THE CALENDAR YEAR 1897.

MARINE

REPORTS

OF THE

HARBOUR COMMISSIONERS

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FOR

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THE PILOTAGE AUTHORITIES

THE HARBOUR AND SHIPPING MASTERS, CERTAIN PORT WARDENS, TOGETHER WITH STATEMENT OF WRECKS AND CASUALTIES

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1897

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
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OTTAWA, November, 1898.

Hon. Sir LOUIS HENRY DAVIES, K.C.M.G.,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith the Supplement to the thirtieth Annual Report of the Marine Branch of the Department of Marine and Fisheries, being for the year 1897, containing a statement of wrecks and casualties, list of certificates granted to masters and mates; the reports of the harbour commissioners of Toronto, Belleville, Montreal, Quebec, Three Rivers and North Sydney : report of harbour master at Halifax ; list of harbour masters ; reports of harbour masters generally ; reports of pilotage commissioners ; reports of port wardens, and list of shipping masters.

I have the honour to be, sir,
Your obedient servant,

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

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APPENDIX No. 1.

MERCHANT SHIPPING.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1897, including old and new vessels, sailing vessels, steamers and barges, was 6,684, measuring 731,754 tons register tonnage, being a decrease of 595 vessels and a decrease of 57,545 tons register, as compared with 1896. The number of steamers on the registry books on the same date was 1,785 with a gross tonnage of 213,864 tons. Assuming the average value to be $30 per ton, the value of the registered tonnage of Canada, on the 31st December last, would be $21,952,-620.

The number of new vessels built and registered in the Dominion of Canada during the last year was 231, measuring 17,094 tons register tonnage. Estimating the value of the new tonnage at $45 per ton, it gives a total value of $769,230 for new vessels.

A statement follows, showing the number of vessels and number of tons on the register books at the different ports of registry in the Dominion, on the 31st December last, along with a comparative statement of the tonnage from 1873 to 1897. A statement is also published of the number of vessels built and registered in the Dominion during the last year, and a comparative statement of the number of new vessels built and registered from 1874 to 1897, both inclusive.

STATEMENT showing the number of Vessels and number of Tons on the Register Books of the Dominion of Canada, on the 31st December, 1897.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Chatham	326	39	1,794	7,860
Dorchester	5	.....	.....	1,607
Moncton	16	1	20	2,708
Richibucto	16	2	79	2,772
Sackville	12	2	41	1,082
St. Andrews	142	7	1,710	4,486
St. John	406	64	4,729	83,069
Total	923	115	8,373	103,584

PROVINCE OF NOVA SCOTIA.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Amherst	4	.....	.....	113
Annapolis	55	1	25	5,864
Arichat	126	1	66	5,342
Barrington	49	.....	.....	1,740
Canso	8	.....	.....	332
Digby	168	6	170	8,812
Guysboro'	26	.....	.....	1,069
Halifax	472	58	12,305	27,245
Liverpool	72	2	137	4,976
Lunenburg	306	7	192	25,185
Maitland	20	.....	.....	18,387
Parrsboro'	139	2	106	31,689
Pictou	58	20	770	9,675
Port Hawkesbury	85	2	43	2,745
Port Medway	20	1	45	1,726
Pugwash	8	.....	.....	634
Shelburne	101	1	32	5,780
Sydney	97	8	253	4,357
Truro	3	.....	.....	839
Weymouth	36	1	21	3,117
Windsor	138	12	1,538	83,547
Yarmouth	213	20	4,289	39,882
Total	2,204	142	19,992	283,056

PROVINCE OF QUEBEC.

Amherst (Magdalen Islands)	17	.....	.....	627
Gaspé	35	1	447	2,055
Montreal	532	178	34,599	88,976
New Carlisle	14	2	45	482
Percé	.....	.....	.....	.....
Quebec	882	130	18,968	65,937
Total	1,480	311	54,059	158,077

PROVINCE OF ONTARIO.

Amherstburg	2	.....	.....	121
Belleville	20	13	363	893
Bowmanville	4	.....	.....	752
Brockville	19	18	183	203
Chatham	29	18	621	1,518
Chippewa	3	1	236	153
Cobourg	4	1	15	311
Collingwood	71	69	7,414	5,483
Cornwall	4	4	250	162
Cramahe	2	.....	.....	278
Deseronto	19	13	931	1,412
Dunnville	1	1	86	57
Goderich	43	26	707	1,825
Hamilton	44	36	6,021	5,095
Kingston	161	73	6,932	23,393
Morrisburg	3	.....	.....	382
Napanee	1	.....	.....	122
Oakville	4	.....	.....	323
Ottawa	324	185	14,642	25,411
Owen Sound	35	32	5,847	4,332
Picton	17	8	800	2,064
Port Arthur	10	10	3,099	2,004
Port Burwell	8	4	44	450

PROVINCE OF ONTARIO—*Concluded.*

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Port Colborne	6	2	95	681
Port Dover	13	6	170	691
Port Hope	62	36	1,840	5,512
Port Rowan	4	1	168	491
Port Stanley	7	7	1,164	739
Prescott	35	15	1,110	6,175
Sarnia	29	21	8,391	7,091
Saugeen	9	9	479	328
Sault Ste. Marie	22	19	683	970
St. Catharines	95	53	7,508	13,427
Toronto	226	170	14,919	14,655
Wallaceburg	32	18	1,070	2,032
Whitby	3	...	...	514
Windsor	53	27	6,140	5,309
Total	1,424	896	91,928	135,349

PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown	174	21	4,043	15,812

PROVINCE OF BRITISH COLUMBIA.

New Westminster	91	72	5,112	6,996
Vancouver	60	54	6,082	4,252
Victoria	213	100	17,848	17,356
Total	364	226	29,042	28,604

PROVINCE OF MANITOBA.

Winnipeg	115	74	6,427	7,272

SUMMARY.

New Brunswick	923	115	8,373	103,584
Nova Scotia	2,204	142	19,992	283,056
Quebec	1,480	311	54,059	158,077
Ontario	1,424	896	91,928	135,349
Prince Edward Island	174	21	4,043	15,812
British Columbia	364	226	29,042	28,604
Manitoba	115	74	6,427	7,272
Grand Total	6,684	1,785	213,864	731,754

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominio of Canada, on the 31st December, in each Year, from 1874 to 1897, both inclusive.

Provinces.	1874.		1875.		1876.		1877.		1878.		1879.		1880.		1881.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	335,965	1,135	340,491	1,097	336,976	1,087	333,215
Nova Scotia.....	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579	3,003	553,368	2,975	552,159	2,977	550,448	3,025	558,911
Quebec.....	1,837	218,946	1,831	222,965	1,902	228,502	1,951	248,399	1,676	248,349	1,975	246,025	1,889	233,341	1,830	224,936
Ontario.....	815	113,008	825	114,990	889	123,947	926	131,761	958	135,440	1,006	136,987	1,042	137,481	1,081	139,998
P. E. Island.....	312	48,388	335	50,677	338	50,692	342	55,547	322	54,250	298	49,807	288	45,931	273	45,410
British Columbia....	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482	60	4,701	63	5,049	74	6,296
Manitoba.....	.....	.....	2	178	2	178	6	246	17	1,161	22	1,924	21	1,992	24	2,130
Total.....	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468	7,469	1,333,015	7,471	1,332,094	7,377	1,311,218	7,394	1,310,896

Provinces.	1882.		1883.		1884.		1885.		1886.		1887.		1888.		1889.	
New Brunswick.....	1,065	308,980	1,107	315,906	1,096	308,132	1,060	288,589	1,042	269,224	1,027	255,126	1,009	239,332	1,013	218,873
Nova Scotia.....	3,026	546,778	3,037	541,715	2,942	544,048	2,988	541,832	2,929	526,921	2,845	498,878	2,851	485,709	2,855	464,431
Quebec.....	1,754	215,804	1,739	216,577	1,628	202,842	1,631	203,635	1,650	232,556	1,586	189,064	1,498	178,520	1,455	168,500
Ontario.....	1,112	137,061	1,133	140,972	1,184	142,387	1,223	144,487	1,248	140,929	1,275	139,548	1,330	139,502	1,352	141,839
P. E. Island.....	248	41,684	241	49,446	234	39,213	227	36,040	225	30,658	225	29,031	218	26,586	224	25,506
British Columbia....	84	7,687	94	9,046	116	11,403	123	11,834	134	11,900	149	12,789	167	14,249	176	15,241
Manitoba.....	23	2,783	24	2,778	55	5,722	63	5,439	65	5,578	71	5,871	69	5,744	77	6,091
Total.....	7,312	1,260,777	7,374	1,276,440	7,254	1,253,747	7,315	1,231,856	7,294	1,217,766	7,178	1,130,247	7,142	1,089,642	7,153	1,040,481

Provinces.	1890.		1891.		1892.		1893.		1894.		1895.		1896.		1897.	
New Brunswick.....	981	209,460	969	193,193	946	181,779	1,010	156,086	1,003	136,257	975	122,417	964	115,506	923	103,584
Nova Scotia.....	2,793	464,194	2,778	461,758	2,731	425,690	2,715	396,263	2,710	371,432	2,683	343,356	2,669	317,526	2,204	283,056
Quebec.....	1,399	164,003	1,404	162,330	1,408	162,638	1,426	161,121	1,427	160,590	1,454	158,776	1,469	158,649	1,480	158,077
Ontario.....	1,312	138,738	1,345	138,914	1,347	141,750	1,370	146,665	1,480	148,525	1,508	148,609	1,525	146,522	1,424	135,349
P. E Island.....	231	26,080	195	23,316	196	22,706	188	20,970	191	19,650	190	19,323	174	16,540	174	15,812
British Columbia...	196	16,024	246	19,767	298	23,448	315	24,900	336	26,455	346	25,988	363	26,622	364	28,604
Manitoba.....	79	6,475	78	6,197	81	6,118	89	6,534	98	6,715	106	7,307	115	7,934	115	7,272
Total.....	6,991	1,024,974	7,015	1,005,475	7,007	964,129	7,113	912,539	7,245	869,624	7,262	825,836	7,279	780,299	6,684	731,754

LIST of Ports at which Vessels may be registered, showing the number of New Vessels built and registered in the Dominion of Canada during the year ended 31st December, 1897.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Chatham	19	7	361	429
Dorchester				
Moncton				
Richibucto				
Sackville				
St. Andrews	5			76
St. John	9	4	1,098	1,233
Total	33	11	1,459	1,738

PROVINCE OF NOVA SCOTIA.

Amherst				
Annapolis	3			177
Arichat	3			158
Barrington	1			13
Canso				
Digby	1	1	4	2
Guysboro'				
Halifax	6	1	2	22
Liverpool	2			333
Lunenburg	8			721
Maitland				
Parrsboro'	12			1,803
Pictou	1	1	6	4
Port Hawkesbury				
Port Medway				
Pugwash				
Shelburne	4			414
Sydney	4			159
Truro				
Weymouth	1			134
Windsor	2	1	85	131
Yarmouth	6	2	114	188
Total	54	6	211	4,259

PROVINCE OF QUEBEC.

Amherst (Magdalen Islands)	1			8
Gaspé				
Montreal	19	10	603	2,605
New Carlisle				
Percé				
Quebec	29	3	491	1,614
Total	49	13	1,094	4,227

PROVINCE OF ONTARIO.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Amherstburg				
Belleville				
Bowmanville				
Brockville	1	1	16	10
Chatham				
Chippewa				
Cobourg				
Collingwood	5	5	226	145
Cornwall	1	1	20	13
Cramahe				
Deseronto				
Dunnville				
Goderich	1	1	18	12
Hamilton	1	1	9	6
Kingston	4	4	89	61
Morrisburg				
Napanee				
Oakville				
Ottawa	10	10	702	445
Owen Sound				
Picton	1			341
Port Arthur	2	2	21	13
Port Burwell				
Port Colborne				
Port Dover				
Port Hope				
Port Rowan				
Port Stanley				
Prescott	6			2,097
Sarnia				
Saugeen	1	1	88	60
Sault Ste. Marie	5	5	205	119
St. Catharines	2	2	91	62
Toronto	10	10	616	466
Wallaceburg				
Whitby				
Windsor				
Total	50	43	2,101	3,850

PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown	3	1	33	226

PROVINCE OF BRITISH COLUMBIA.

New Westminster	11	9	437	330
Vancouver	8	8	2,743	1,739
Victoria	7	7	668	360
Total	26	24	3,848	2,429

PROVINCE OF MANITOBA.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Winnipeg	16	15	501	365

SUMMARY.

New Brunswick	33	11	1,459	1,738
Nova Scotia	54	6	211	4,259
Quebec	49	13	1,094	4,227
Ontario	50	43	2,101	3,850
Prince Edward Island	3	1	33	226
British Columbia	26	24	3,848	2,429
Manitoba	16	15	501	365
Total	231	113	9,247	17,094

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion both

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368
Nova Scotia	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784
Quebec	73	20,796	103	22,825	51	17,800	62	19,253	46	10,870
Ontario	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409
Prince Edward Island	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382
British Columbia	5	276	....	.....	1	121	2	204	2	45
Manitoba	...	.....	....	.....	...	.....	3	48	1	15
	490	183,010	480	151,012	416	127,700	430	118,985	339	100,873
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	6	7,746	....	.....	3	2,721	2	1,943	1	663
Add new vessels which left Quebec for registration in Germany	....	.....	....	.....	1	480	....	.....	...	.....
Total	496	190,756	480	151,012	420	130,901	432	120,928	340	101,536

	1886.		1887.		1888.		1889.		1890.	
New Brunswick	34	4,931	18	2,909	32	2,530	50	4,792	35	5,572
Nova Scotia	93	20,948	87	12,310	116	12,965	126	19,645	150	33,907
Quebec	27	2,683	28	2,888	23	2,669	27	3,759	25	4,840
Ontario	52	2,075	66	2,993	62	5,095	45	3,259	41	4,917
Prince Edward Island	12	1,318	7	601	12	1,412	12	1,503	12	2,008
British Columbia	8	154	9	376	18	448	12	840	15	876
Manitoba	3	98	8	439	1	11	8	548	7	218
	229	32,207	224	22,516	264	25,130	280	34,346	285	52,378
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	....	.....	....	.....	....	.....	....	.....	....	.....
Add new vessels which left Quebec for registration in Germany	....	.....	....	.....	....	.....	....	.....	....	.....
Total	229	32,207	224	22,516	264	25,130	280	34,346	285	52,378

of Canada during the Year ended 31st December, in each year, from 1874 to 1897, inclusive.

1879.		1880.		1881.		1882.		1883.		1884.		1885.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	19,067	63	18,896	57	18,259	66	16,820	72	21,103	46	12,888	34	7,736
126	39,208	126	31,257	150	40,465	117	26,711	202	35,765	178	42,032	102	24,703
29	7,421	33	8,219	56	5,673	26	6,785	42	6,594	32	3,815	29	4,556
42	2,464	41	3,610	54	5,111	55	4,369	34	4,311	58	4.446	45	4,509
20	5,279	21	3,359	15	4,351	15	3,508	17	5,343	21	5,189	11	1,707
5	788	....	.....	2	85	8	1,631	5	849	15	675	6	648
....	.....	1	100	3	116	1	289	2	125	37	3,366	13	320
265	74,227	271	65,441	336	74,060	288	60,113	374	74,090	387	72,411	240	43,179
....	.....	....	.....	....	.....	1	1,029	....	.....	....	.....	....	.....
....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
265	74,227	271	65.441	336	74,060	289	61,142	374	74,090	387	72,411	240	43,179

1891.		1892.		1893.		1894.		1895.		1896.		1897.	
43	6,269	21	1,873	119	2,819	40	2,534	27	714	24	627	33	1,738
130	35,528	105	16,446	111	15,089	128	8,721	89	4,762	97	7,704	54	4,259
46	4,200	34	2,620	53	4,220	55	4,412	49	4,335	36	3,969	49	4,227
44	2,662	34	3,684	49	4,126	64	3,137	52	3,732	38	1,757	50	3,850
5	1,000	9	967	3	634	3	183	1	196	3	111	3	226
41	2,364	46	2,887	19	944	25	1,900	18	1,709	22	1,466	26	2,429
3	122	6	296	8	608	11	356	14	822	7	512	16	365
312	52,145	255	28,773	362	28,440	326	21,243	250	16,270	227	16,146	231	17,094
....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
312	52,145	255	28,773	362	28,440	326	21,243	250	16,270	227	16,146	231	17,094

APPENDIX No. 2.

REPORT OF THE MONTREAL HARBOUR COMMISSIONERS I THE YEAR ENDED 31ST DECEMBER, 1897.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE,
MONTREAL, 20th April, 1898

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of M real, to forward herewith, for the information of the Honourable the Minist Marine and Fisheries, general statement of operations of the Trust for the ended 31st December, 1897.

The net ordinary revenue was $255,416.86, or $2,714.90 less than in 1896. small decrease is accounted for by the fact that a higher tariff of wharfage due in force during May and June, 1896, and with the same tariff for both the figures for 1897 would have shown an increase of about $10,000. As i year 1896, there was again a large increase in the revenue from exports, whil from imports showed a slight falling off. The expenditure for management, tenance and repairs and interest was $222,097.52 net, leaving a surplus over ing expenses of $33,319.34. It having been found by the executive that the est on harbour debentures, as well as the half-year's annuity payable to Mrs. Y under the Commissioner's Act, had not heretofore been provided for in the cial statements of the Trust as accrued to 31st December, these liabilities fo last six months of 1897 have been charged up in the books and shown in the ment and amount to $70,183. The surplus of revenue during the past three having amounted to over $100,000, covers this amount, and for the future the y revenue will only be chargeable with the interest of the twelve months during that revenue accrued.

The expenditure on new works and plant for the year amounted to $156,7 apart from $1,000 shown as paid to the Longue Pointe Providence Sisters f their rights in a wharf at Longue Pointe, and $1,609.34 expended on Guard construction on behalf of the city of Montreal, which sum is still owing by corporation, as well as the amounts similarly expended in 1895 and 1896, or a of $32,410.73, including $3,046.14 of interest to 31st December last.

Under the Act 59 Vic., chap. 10, the Government of Canada advanced t Commission the sum of $90,000 on the security of a Montreal harbour debe bearing interest at the rate of 3½ per cent per annum, for the purpose of con ing a certain portion of the new Windmill Point wharf and basin, on which $100,000, also obtained from the same loan, had been expended during the pre year.

: usual reports for the past year of the Montreal pilotage district, the Mont-
ıyed pilots' fund, and the harbour master, have already been transmitted to
le that of the chief engineer on the works for the improvement and main-
of the harbour is transmitted herewith. From the harbour master's report
e noted again that there was a considerable increase in the number and
of both sea-going and inland vessels, as compared with 1896 and previous
ʼf the former there were 87 vessels and 162,534 tons, or 13⅓ per cent more,
ıe latter 130,229 tons, or about 13 per cent more.

I have the honour to be, sir,

Your obedient servant,

ALEXANDER ROBERTSON,

Secretary.

HARBOUR COMMISSIONERS OF MONTREAL.

General Statement of Operations for the year ended 31st December, 1897.

Balance and Receipts.			Revenue.	Capital.
			$ cts.	$ cts.
Balance at 31st December, 1896:—				
Cash on hand		590 21		
Balance at credit of current account in Bank of Montreal		48,697 84		
Balance at credit of coupon account		100 00		
Sundry accounts receivable		34,766 57		
Value of materials in stock		25,003 09		
Discount on harbour debentures.. "H".		10,913 65		
do "J"..		13,449 38		
		$133,520 74		
Less—Amount due city of Montreal	$ 1,372 91			
Harbour interest coupons outstanding	617 50			
At credit of cash suspense account	8 08			
		1,998 49		
		$131,522 25		
Montreal Decayed Pilots' Fund (held in trust):				
Montreal Harbour debentures	$46,000 00			
City of Montreal Consolidated Fund	5,000 00			
Deposit in City and District Savings Bank	1,646 06			
		52,646 06	.....	184,168 31
(And due by the Harbour Commissioners for short deposit in said bank $32.31).				
Receipts.				
Collector of Customs, Montreal (see *contra* for refunds):—				
Wharfage dues on imports		$ 87,823 63		
do exports		128,763 74		
			216,587 37	

Disbursements.			Revenue.	Capital.
			$ cts.	$ cts.
Refunds of wharfage dues, overpaid or paid twice			104 15	
Exchange on United States bank drafts, &c			2 79	
Mrs. John Young, one year's annuity			600 00	
Administrative staff, salaries and fees (apart from engineering staff salaries of $9,521.00 which are charged to the different works, proportionately to their cost)			20,510 84	
Harbour expenses, taxes, lighting, heating, &c (see *contra* for credit)			4,951 76	
Printing, stationery, &c., advertising, drawing materials, &c. (see *contra* for credit)			1,784 53	
Travelling and incidental expenses			191 61	
Legal and notarial expenses (apart from those on pilotage account, but including premium for legal liability insurance against accidents to all employees)			692 65	
Accident account, allowance made to injured man			8 80	
Electric lighting, Citizens' Light & Power Co., under contract			5,010 88	
Harbour survey, soundings, surveys, &c			974 25	
Harbour dredging fleet, cleaning out basins (see *contra* for credit)			2,397 90	
Harbour repairs, maintenance of wharfs and roadways (see *contra* for credit)			46,366 64	
Harbour interest on debentures held by the public	$100,880 00			
do on debentures held by the Dominion Government.	37,400 54			
do discount on debentures "H" & "J," proportion for year	925 60			
do Bank of Montreal, for paying coupons	247 10			
do Bank of Montreal, on overdraft	1,285 32			
			140,738 56	
Disbursements on revenue account for usual year			224,335 36	
Mrs. John Young, six months' annuity to 31st December	$ 300 00			
Harbour interest, six months, due Dominion Government to 31st December	20,825 00			

Wharfinger for Local Traffic :—			
Wharfage dues on goods inwards	$ 6,205 22		
do do outwards	2,106 06		
Commutation on steamers	8,670 00		
Rental of spaces for lumber	3,207 20		
do do coal	3,051 74		
do do coal elevators	1,350 00		
do do small offices	1,308 38		
do do scales	1,000 00		
do do firewood	633 35		
do do hay shed	83 20		
do Quebec Basin for rowboats	50 00		
		27,665 15	
Dominion Cotton Mills Co. (Ltd.,) rental of land at Hochelaga		250 00	
Storage of market wagons in harbour yard		2 75	
Dominion Coal Co. (Ltd.), balance of rental of space for coal elevators		1,886 44	
Canadian Pacific Railway Co., rental of tracks		3,766 50	
Grand Trunk Railway system do		4,995 50	
John Lee & Son, rental of portion of harbour yard		300 00	
Beaver Line of steamships, outstanding wharfage dues on exports		25 29	
John Magor & Son, outstanding wharfage dues on exports		42 01	
Total ordinary revenue		255,521 01	
Windmill Point Basin, for credit of, from the Department of Railways and Canals, for hire of drill boat, coal and explosives			407 99
Harbour expenses, for credit of, from Deputy Harbour Master, amount received by him from owners of market wagons for sending same to the harbour yard (paid out through harbour expenses)	$ 3 50		
From Department of Marine and Fisheries, for stove and pipes for semaphore	9 72		
		13 22	
nting, stationery, &c., for credit of, for postage stamps, &c., supplied to the Montreal D. P. Fund		10 00	
bour Dredging Fleet, for credit of, city of Montreal, for dredging sewage	$ 737 50		
artment of Railways and Canals, wages and expenses of No. 4 dredge in Lachine Canal	376 59		
artment of Railways and Canals, wages of carpenters, sawing timber	12 26		
ree Rivers Harbour Commission, six days' use of No. 1 dredge	600 00		

Harbour interest, 179 days' accrued interest to Dec. 31 on debentures held by public	$ 49,058 00		
Accrued to 31st Dec., 1897, but only paid in Jan., 1898		70,183 00	
Harbour of Montreal, surveyors' fees for establishing boundary			450 00
Windmill Point Basin, dredging and blasting (see *contra* for credit)			29,397 45
do wharf, cribwork, filling and macadamizing			60,501 59
Harbour plant, advertising tug for sale	$ 63 20		
do auctioneers' fees on sale	46 73		
	$ 109 93		
do steel rails	195 87		
do new wood lathe	126 71		
do new water troughs	211 91		
do new latrines	2,371 95		
do new testing scow	3,621 71		
			6,638 08
Guard pier construction, dredging material and depositing on embankment (see *contra* for credit)			8,336 88
Harbour railway, new sidings			14,065 91
Longue Pointe Western wharf, extension to			5,502 10
do Providence Sisters for all their rights in wharf			1,000 00
Ship channel in upper part of harbour			7,599 38
Island wharf, pilework extension			4,763 60
Hochelaga construction			9,246 82
Harbour dredging			13,627 21
The Constructing & Paving Co. of Ontario (Ltd.), deposit made in 1896 as security for due fulfilment of macadam stone contract in 1897			509 40
Pilotage expenses, legal services from 1st July, 1896, to 31st December, 1897, salary and expenses of Quebec agent, &c. (see *contra* for credit)			2,959 35
Montreal Decayed Pilots Fund :—			
Pensions to old pilots and widows	$ 5,589 84		
Audit of fund for 1896 by Messrs. Riddle & Common	25 00		
Postage stamps and stationery	15 80		
Refund of percentage overpaid during the pilots' strike in June	139 02		
			5,769 66
Disbursements on capital account			170,367 43
do revenue account			294,518 36
Total disbursements			464,885 79

HARBOUR COMMISSIONERS OF MONTREAL.

GENERAL Statement of Operations for the year ended 31st December, 1897—*Continued.*

BALANCE AND RECEIPTS		Revenue.	Capital.
		$ cts.	$ cts.
Garth & Co., scrap copper, &c	$ 43 42		
Pillow & Hersey Mfg.. Co., iron scrap	126 38		
P. Amesse, cast scrap	74 31		
Petersen, Tate & Co., damage to dredge	10 00		
J. & B. Grier, use of scow	12 00		
Sincennes-McN. Line, tug services	10 00		
		2,002 46	
Harbour repairs, for credit of, from harbour employees for old timber and cuttings	$ 2 55		
P. Amesse, for cast scrap	70 00		
Peck, Benny & Co., scrap iron, &c	35 46		
		108 01	
Harbour plant, for credit of, from sale at auction of tug "Emma Munson"	$ 1,348 35		
Refunds of unearned insurance thereon	12 30		
		.....	1,360 65
Guard Pier construction, for credit of, from the city of Montreal for its proportion of cost of work done in 1897		.....	1,609 34
City of Montreal, for interest on its proportion of cost on the Guard Pier during 1895 and 1896, up to 31st December, 1897		.....	3,046 14
Dominion Government, under the Act 59 Vic., ch. 10, balance of estimated expenditure on the upper portion of Windmill Point Basin		.....	90,000 00
Chart Account, for credit of, for Ship Channel charts sold		.....	165 75
Pilotage expenses, for credit of, 2 per cent of all pilotage dues and sundries	$ 1,801 77		
Fine for breach of By-law No. 81	20 00		
Apprentice pilot's license fee	5 00		
Expenses of witness in collision case	10 00		
		.....	1,836 77
Montreal Decayed Pilots' Fund, for account of, 5 per cent of all pilotage dues and sundries	$ 3,664 62		
Interest on invested funds	2,305 10		
		.....	5,969 72

DISBURSEMENTS			Revenue.	Capital.
			$ cts.	$ cts.
Balance at 31st December, 1897:—				
Cash on hand		$ 662 08		
Balance at credit of current account in Bank of Montreal		19,649 32		
Balance at credit of coupon account in Bank of Montreal		100 00		
Sundry accounts receivable as follows:				
Collector of Customs, Montreal	$ 1,034 97			
Department of Railways and Canals	285 44			
Beaver Line of steamships	25 29			
City of Montreal	32,410 73			
Alexander Riendeau	172 80			
The Standard Agency	150 00			
J. & R. McLea	100 00			
John Magor & Son	42 01			
Damase Naud	5 00			
		34,226 24		
Value of materials in stock:				
Coal	2,601 21			
Macadam stone	1,031 10			
Timber	3,424 74			
Lumber	1,355 22			
Shipyard stock	3,923 79			
Floating shop stock	10,277 89			
Harbour yard do	524 64			
		23,138 59		
Discount on Harbour Debentures "H"	10,477 11			
Discount on Harbour Debentures "J"	12,960 32			
		23,437 43		
		$101,213 66		
LESS following payable at 31st Dec., 1897:—				
Interest and annuity as above	$70,183 00			

						72,758 51	
						28,455 15	
			Montreal Decayed Pilots' Fund (held in trust)				
			Harbour debentures and city stock	$51,000 00			
			Deposit in City and District Savings Bank	1,878 43			
						52,878 43	
Receipts on capital account		288,564 67					
Receipts on revenue account		257,654 70					81,333 58
		546,219 37					546,219 37

Verified as per report.
RIDDLE & COMMON,
Auditors,
MONTREAL, 18th April, 1898.

ALEXANDER ROBERTSON,
Secretary,
MONTREAL, 18th April, 1898.

REPORT ON THE WORKS FOR THE IMPROVEMENT AND MAINTENANCE OF THE HARBOUR OF MONTREAL FOR THE YEAR 1897.

JOHN KENNEDY, M. INST. C. E., CHIEF ENGINEER.

HARBOUR COMMISSIONERS OF MONTREAL,
CHIEF ENGINEER'S OFFICE,
MONTREAL, 19th February, 1898.

ALEXANDER ROBERTSON, Esq.,
Secretary, Harbour Commissioners of Montreal.

DEAR SIR,—I beg to submit, for the information of the Board of Harbour Commissioners, the following report upon the works in the harbour of Montreal for the year ended 31st December, 1897.

NEW WORKS.

The principal new works of the year are : The rebuilding and enlarging of the western wharf at Longue Pointe; the making of embankment along shore at Maisonneuve in such way as to form part of future wharfs; the extension of the harbour railway tracks to the outer end of the new pier, section 43, Hochelaga; the dredging away of shoals at various places between the wharfs and the ship channel from Maisonneuve to the entrance of the Lachine Canal; the enlargement of the Island wharf, section 15; the deepening of the Windmill Point Basin and the completion of the new wharf across its upper end and 800 feet in length down its south-east side; the further making of embankment down the same side of the basin to the lower end, so as to form part of protected wharfs; the extension of the Guard Pier to within 300 feet of the Victoria Bridge and the widening of the ship channel through the harbour between Victoria Pier and the Lachine Canal.

The principal details are as follows:—

Sections 5 to 10, Windmill Point.—The deepening and enlarging of the basin and the building of a wharf round its upper end, which were in progress up to the close of November, 1896, were resumed in the spring of 1897. Dredging in the basin was commenced on the 21st of April; drilling and blasting on the 24th; widening and grading of the embankment of the new wharf on 1st May, and building of crib-work on 26th May. Dredging was continued with varying strength of plant until the close of the working season, and was directed toward securing a clear depth of 25 feet at low water, of 13 feet on the old lock sill (or say 28 feet at the old reckoning of 16 feet 4 inches on the sill), throughout the whole breadth of the basin in 1,000 feet of its length at the upper end, and throughout 150 feet in breadth (or half the width of the basin) in the remainder of the length. By the close of the season this had been accomplished, with exception of loose stones and a few spots of no great size, yet remaining to be cleared away, and a narrow margin along the front of the wharf on the north-west side left to sustain the crib-work which is founded at a higher level than that of the bottom of the basin as now being made.

The crib-work of the new wharfs at the upper end of the basin was finished in August, and the grading and macadamizing of sufficient of the embankment in rear of the wharf on the south-east side to give a ship's berth of 300 feet in length was also finished and made ready for use on the 23rd of August. Early in October the remainder of the 800 feet of embankment was also finished and made ready for use, except small corners at the upper and lower ends of the rear side, which were left for the reception of earth from city excavations and were nearly filled up by the close of the year. A railway embankment was made along the rear edge or south-east side of the main embankment and raised two feet above it, ready to receive a track when requisite. The outer slope of the embankment which is exposed to the current over the Point St. Charles Flats is nearly all protected by broken shale and boulders in rip-rap.

The wharfage thus practically completed in 1897 was commenced in 1895; it comprises the extension of the wharf of the north-west side to the head of the basin, a length of 290 feet, the wharf across the head of the basin 246 feet, and the wharf down the south-east side 817 feet, making in all 1,351 lineal feet of new wharf. The breadth of wharf on the south-east side of the basin is 300 feet over all, which gives about 275 feet clear breadth between the front edge and the railway bank. The height of the front edge of the new extension of the wharf on the north-west side is the same as that of the adjoining old wharf, and is 106·50 feet above datum, or 12½ feet above low water of 13 feet on the sill; the front edge of the new part across the head of the basin rises from the above height of 12½ feet at the north-west side to 16¼ feet above low water on the south-east side. The 800 feet of new wharf on the south-east side is made 16¼ feet above low water at its front edge, and rises to 20½ feet above low water at its rear side, and is raised to this height in order to provide a place for the storing of coal above ordinary winter water level. The railway bank is prepared for a height of 22 feet 10 inches from low water to the top of the rails, in order to afford access to the coal at all times except during floods.

In consequence of the small extent of wharf construction in progress in 1897 there was a large surplus of material from the harbour dredging to be deposited in spoil. As much of such surplus as could be deposited by the floating derricks, without hand work, was in 1897 utilized in constructing and enlarging the embankment made in 1895-96 along the south-east side of the Windmill Point Basin on the line of proposed wharf between the part just finished and the lower end of the basin. Besides having served as a convenient spoil-bank for a considerable quantity of surplus dredgings, it protects the basin from the shoving of the ice from the Point St. Charles Flats, and is in position to form part of the proposed wharf extension to the lower end.

Its height averages 30 feet above low water; its total content is about 100,000 cubic yards and the cost of the part of it made by the Commissioners' plant is about $10,993.

The total quantity of wharf filling and embankment made at all parts of the Windmill Point Basin in 1897, and the sources of supply are as follows:—

	Cubic Yards.
From Section 5 to 10, Windmill Point	62,324
" " 15 to 17, Dominion Basin	15,622
" " 19, Bonsecours Basin	2,913
" " 25, Ship's Berths	212
" " 27, Molson's Shoal	4,604
" " 27 to 32, Shallow Wharfs	3,881
" " 40 to 44, Hochelaga (road blinding)	450
" Ship Channel in Harbour	77,003
" Elgin Basin, and Wharf Platform	4,528
Total	171,537

A siding of 2,000 feet in length was, at the request of the Grand Tru way Company, laid alongside the existing railway track on the wharf in se to 10, in the latter half of June, and was handed over to the railway comp use under the general lease. The new siding is all planked with four-in lock, and the laying of it involved changing the position of the existing tr much of the macadamizing and planking connected with it.

The cost of the various new works of the Windmill Point Basin in 18

Dredging and blasting in the basin.....	$28,657 09
Crib-work, wharf and raceways.....	18,883 17
Filling and back filling (or embankment) of wharfs, railway embankment for new wharfs and spoil bank on south-east side of basin.....	41,618 42
New railway siding and alteration of existing track for same.....	5,993 82
Total.....	$95,152 50

There was also expended on dredging and depositing, chargeable works where the material was deposited, $10,673.33.

Section 11.—The approach to the Windmill Point Basin was deep widened on the south-eastern side at several points. Cost, $332.37. Hal dredging and depositing chargeable to other works, where the material w $332.38.

Section 15.—In order to fit the outer, or south-eastern side of the Isla for the temporary accommodation of large ships it was lengthened 132 pile-work, making it 442 feet frontage length.

The enlargement has a strong timber flooring supported on piles and with four-inch plank suitable for carrying heavy cargo; is triangular in 8,255 square feet area, 132 feet frontage length on the outer and 119 fe lower face. Construction was commenced on 19th April and finished Cost, $4,763.60.

Sections 16 and 17.—Several places between the Dominion Steam berths and the ship channel were dredged to ship channel depth. Cost, Part cost of dredging and depositing, chargeable to the works where th was used, $1,663.18.

Section 19.—The down-stream side of the basin, and chiefly at its was deepened by dredging. Cost, $343.15. Cost of dredging and d chargeable to other works where the material was used, $343.14.

Section 25.—Some small shoal spots between the ships' berths and channel were deepened. Cost, $69.89. Part cost of dredging and d chargeable to other works where the material was used, $19.20.

Sections 25 and 26.—Part of the railway track used by the Canadi Railway Company was altered, and 707 feet of new track laid in June las an increase of 1,042 feet of available standing room for cars. Cost, $2,1

Section 27.—The deep water was extended down stream to 150 feet corner of the deep water wharf, and also widened by dredging in the ea summer. Cost, $1,474.83. Part cost of dredging and depositing, char other works where the material was used, $877.29.

Sections 27 to 32.—The dredging of the shoal in front of the 10 wharfs was resumed on April 27th, and continued until 12th August, dredge was withdrawn to be sent to the Dominion Government, Dep Public Works. Expenditure in 1897, $4,375.29. Part cost of dredging an ing, chargeable to other works where the material was used, $1,084.55.

Sections 34 and 35.—Late in the autumn some dredging was done toward the removal of the shoals between the wharf and the ship channel. Expenditure, $849.57. Part cost of dredging and depositing, chargeable to other works where the material was used, $193.92.

Sections 36 to 40.—Nearly all the shoal places between the deep-water wharfs and the ship channel were dredged down to ship-channel depth, but are not yet tested to ascertain if they are clear for navigation. Expenditure, $4,835.17. Part cost of dredging and depositing, chargeable to other works where the material was deposited, $315,61.

Sections 42 and 43.—Early in the summer two railway tracks were laid from the main tracks on the shore wharf to the outer end of the new pier. Both were planked throughout with 4-inch hemlock, and the planking also continues some distance down the shore tracks. The tracks on the pier were tied down with two ⅞-inch bolts to anchor blocks placed 3½ feet underground at 30 feet apart, in order to prevent their being moved by the winter current and ice. The track on the up-stream side of the pier was handed over to the use of the Grand Trunk Railway Co., and that on the down-stream side to the Canadian Pacific Railway Co., under the terms of the general leases. Total length of new tracks, 2,839 feet, or 0·537 mile. Cost, including alterations and work on main tracks, $5,954.89.

Sections 43 and 44.—The space between the railway tracks and the boundary of the Commissioners' property was filled up to wharf level, chiefly with shale rock dredgings, and the surface of that and of the roadways between the tracks and on the opposite side has been macadamized. Expenditure, $1,982.71.

Sections 40 to 45.—Some shoal spots between the wharfs and the ship channel were dredged out, and the basin on the down-strea mside of the pier was deepened and enlarged. Expenditure, $7,264.11. Part cost of dredging and depositing, chargeable to other works where material was used, $392.84.

Sections 48 to 51, Maisonneuve.—Such surplus dredgings as could not be disposed of at the different places already mentioned were deposited alongshore at Maisonneuve by floating derricks in suitable position for forming part of future shore wharfs. Quantity deposited, 69,802 cubic yards. No charge for the dredged material has been made to these sections.

Longue Pointe.—The upper or western wharf opposite lot cadastral number 337, Longue Pointe, recently purchased from La Communauté des Sœurs de Charité de la Providence, was, at the close of the working season, in process of being rebuilt and enlarged. The old wharf was of crib-work, 80 feet in frontage length, and at low water of 13 feet on the lock sill had only about three feet depth in front. The top was seven feet high above low water, and was therefore usually submerged from the opening of navigation until about the middle of June.

The wharf as rebuilt has a new crib-work front of 100 feet in top length, with 13 feet depth below and 12 feet height above low water level, and it has a slip 18 feet in width cut down to within 6 feet of low water so that it may be conveniently used by river craft at all stages of the river. A new road of 20 feet width and of easy grade will connect the wharf with the nearest public street, which is 300 feet distant. Reconstruction was commenced 20th October and was stopped by bad weather on 26th November. At the stoppage the timber work was finished, the greater part of the filling, back filling and roadway were made up to full height and breadth, and about enough rock and earth delivered to complete the whole. The wharf is already fit for use, but the completing, trimming, and macadamizing of the filling and roadway yet remain to be done. Expenditure, not including purchase of old wharf, $5,502.10.

Ship Channel.—The ship channel through the harbour was widened by dredging off the side of the Island shoal opposite sections 12 to 17, so as to give a breadth

of 370 feet opposite the Island wharf and thus leave a fair breadth of clear channel when the wharf is occupied by large vessels and their lighters. Expenditure, $7,599.38. Half cost of dredging and depositing, chargeable to other works where the material was used, $7,599.37.

One of the ship channel dredges belonging to the Dominion Department of Public Works, which was placed under the direction of the Harbour Commissioners, was employed throughout the summer in deepening the channel through the harbour, from section 17 to section 23, and section 32 to section 34, to compensate for the extreme lowering of the water of recent years.

Guard Pier.—The guard pier was, in August and September, lengthened so as to reduce the opening between its upper end and the Victoria Bridge to 300 feet width at high water, after which the end of the embankment was roughly but strongly paved with trap rock selected from that dredged out of the Windmill Point Basin, as a temporary protection from the action of the ice. Expenditure, including the erection and taking down of the trestle work and the fitting out and laying up of the working plant, $8,336.88.

The expenditure upon the guard pier up to the end of 1896 was	$297,708 80
The expenditure in 1897 was	8,336 88
Total to the end of 1897	$306,045 68
LESS—	
Portion payable by the city up to end of 1896	$ 68,874 10
Portion payable for 1897	1,609 34
Total payable by the city to 1897	$ 70,483 44
Net expenditure on the part of the Harbour Commissioners	235,562 24

The quantities and kinds of stuff placed in the pier during 1897 are as follows:

	Cubic Yards.
Dredged from Windmill Point Basin, sections 5 to 10, shale and trap rock and hard-pan	16,456
Dredged from approach to Windmill Point Basin, section 11, shale and trap rock and hard-pan	2,020
Dredged from Ship Channel in harbour, hard-pan and gravel	12,808
Dredged from ship's berths and lumps below Victoria Pier, sections 20 to 25, silt, gravel and stones	1,094
Total cubic yards, scow and box measurement	32,378

NEW LATRINES.

Section 6, Windmill Point.—A new latrine and drinking fountain were furnished and placed on the wharf and connected with an 8-inch water pipe laid on Ogilvie Street, which belongs to the Commissioners, from Mill Street to the wharf.

Section 27.—A new latrine, drinking tap, and crane for supplying watering carts were furnished and placed on the wharf, and connected with a water pipe laid from Papineau Avenue to the wharf.

Section 29.—A new latrine, drinking tap and water crane for supplying watering carts were made and placed on the wharf, and connected with 8-inch water pipes laid down on the ramp at the jail for supplying a hydrant at the foot of the cramp.

Section 44.—A new latrine, drinking tap and crane for filling watering carts were made and placed on the wharf, and connected with the 8-inch water pipe laid on Nicolet Street from Notre Dame Street to the wharf.

The 8-inch water pipes necessary to connect the latrines with the city water mains at the several places were furnished by the water works department of the city, but the expense of laying them was borne by the Harbour Commissioners.

Cost of making, fitting and connecting new latrines, drinking taps and water cranes, including one new latrine house yet on hand for future use, $2,371.95.

REPAIRS.

The total cost of maintenance and repairs in 1897 was $46,258.63, the lowest since 1885, as will be seen by the following table:—

1875	$16,499
1876	35,711
1877	26,077
1878	18,974
1879	18,819
1880	17,330
1881	16,159
1882	27,962
1883	35,768
1884	44,869
1885	42,158
1886	64,989
1887	64,984
1888	49,520
1889	51,892
1890	56,380
1891	49,109
1892	72,175
1893	58,644
1894	75,455
1895	50,081
1896	55,211
1897	46,259

The breaking of the winter ice commenced with a movement in the Laprairie Basin on the 1st of April. On the 2nd, shoves occurred in the main channel near the Victoria Bridge, and a large opening formed below the bridge. On the 3rd, shoving continued in the main channel between the Victoria Bridge and St. Helen's Island, and large piles were thrown up on Ile Verte and Victoria Pier. A slight shove occurred on the St. Lambert side on the 4th, and on the 5th the opening in the main channel below the Victoria Bridge increased to about a mile in length. In the night between the 5th and 6th the field ice on the Point St. Charles Flats shoved, from the force of water coming through the opening at the head of the Guard Pier, and forced its way into the Windmill Point Basin, filling it up, and at the same time shoves took place between the St. Helen's Island and the Guard Pier, and piles of ice lodged on the head of the island. The Point St. Charles Flats were all clear of ice during the 6th, until the afternoon, when large quantities came down from Laprairie Basin, first filling the main channel and then turning in through the gap at the head of the Guard Pier, filled the Point St. Charles Flats. About 8 p.m. the ice which had packed on the Flats broke loose and forced its way into the field ice between the entrance of the canal and Victoria Pier, splitting the field in several

places, and shoving one side against the Guard Pier and the other over against the wharfs. Appearances were at first supposed to indicate that the lower part of the field had moved somewhat upward, but more careful examination showed that all parts had moved downward as well as sidewise. The harbour dredging fleet was, by the shove of the 6th, moved about 350 feet towards the wharfs of the Allan Line berths, and some of the vessels were considerably displaced with respect to each other. Two scows and the boom of a derrick were damaged, but not seriously. Up to this time the water had fluctuated between 26 and 29 feet over the lock sill, but just after 11 p.m. it suddenly rose to 33 feet 8 inches, the highest point of the year, after which it fluctuated with lowering average, and by the 13th the wharfs were dry.

About 9 o'clock on the morning of the 8th a slight shove occurred both inside and outside of the Guard Pier.

Pieces of ice from Laprairie Basin and broken ice, apparently from Lake St. Louis, continued to come down on the 9th, 10th and 11th, sometimes temporarily filling the opening in the channel between the Victoria Bridge and St. Mary's current, but producing no considerable rise in the river level. By the afternoon of Sunday, the 11th, the greater part of the Laprairie Basin was clear and the main channel was open to Hochelaga, the water had fallen to 27½ feet on the sill and all risk of a flood or another considerable shove was past.

On the 16th the basin inside the Guard Pier was sufficiently clear to allow the starting out of the Commissioners' tug which had wintered in the basin, and by the next day, the 17th of April, the river was sufficiently clear to allow the ferry steamers Hochelaga and Longueuil to leave their winter quarters at Boucherville and enter the harbour.

Very large quantities of shoved ice were left lodged upon all the wharfs of the harbour from Victoria Pier downward, and from the pier upward there were areas of sheet ice and small shoves. The following are rough measurements of quantities at the different places:—

Sections 12 and 13, Allan Line Wharfs.—Two hundred feet by 25 feet by 1 foot to 6 feet, average 3 feet in thickness; 550 cubic yards.

Sections 15 to 17.—On the shore wharf 1,400 feet length by 120 feet by 1 foot to 6 feet, average 3 feet thickness; on the pier 120 feet by 200 feet by 2½ feet, or 20,900 cubic yards in all.

Section 18.—Fifty feet by 50 feet by 5 feet and 300 feet by 90 feet by 3½ feet, and 160 feet by 50 feet by 3 feet; in all 14,700 cubic yards.

Section 19.—Whole surface of pier, 300 feet by 100 feet by 3 feet; 3,300 cubic yards.

Section 20, Victoria Pier.—The down-stream extension of the pier was covered with from 2 feet to 10 feet thickness, average 6 feet by 900 feet by 150 feet; 30,000 cubic yards.

Sections 20 to 23.—Shore wharfs, 1,900 feet by 180 feet by 2 feet to 6 feet, average 4 feet thickness; 47,300 cubic yards.

Sections 23 to 26.—The whole length of 1,900 feet by 180 feet by 2 feet to 6 feet, average 4 feet thickness; 47,300 cubic yards.

Sections 24 to 26.—1,800 feet by 130 feet by 2 feet to 10 feet, average 6 feet thickness; 48,000 cubic yards.

Sections 27 to 29.—1,600 feet by 110 feet by 2 feet to 8 feet, average thickness 5 feet; 32,600 cubic yards.

Sections 30 to 33.—1,900 feet by 35 feet by 4 feet to 6 feet, average 5 feet thickness; 12,300 cubic yards.

Sections 34 to 37.—2,150 feet by 35 feet by 2 feet to 4 feet, average 3 feet thickness; 8,400 cubic yards.

Sections 38 to 43.—Shore wharfs, 2,900 feet by 60 feet by 4 feet to 8 feet, average thickness 6 feet; 38,500 cubic yards. The whole up-stream side of the pier was covered with a pile 4 feet to 20 feet by 60 feet in width, and the remainder of the pier with sheet ice of three feet thickness; 860 feet by 60 feet by 12 feet and 860 feet by 120 feet by 3 feet; 34,000 cubic yards in all.

Section 46.—850 feet by 40 feet by 2 feet; 7,500 cubic yards.

Total quantities lodged on all wharfs as above, 345,350 cubic yards.

The clearing of the wharfs of ice at the sites of freight sheds and where otherwise urgently needed was commenced by the Commissioners' men on the 13th April, and was finished as far as necessary on the 27th. Cost, including 5 days' work of floating derrick $2,674.32.

On the clearing away of the ice it was found that the earth filling of the wharf at the coal towers, section 37, had run out to a depth of about 15 feet by a length of 135 feet and breadth of 50 feet. A considerable length of the top timbers and planking of the wharf in section 40 were damaged by being chafed away by the moving ice, and some of the front timbers of the up-stream side of the pier, section 46, were crushed in by ice shoves.

The bottom part of the temporary trestle work in the opening through the Guard Pier was also considerably damaged by shoves, but the working plant, which was wintered at the usual place upon the pier itself, was not touched.

The following are the principal items of repair work done during the summer:—

Section 6.—A new plank footpath was laid on Ogilvie Street, from Mill Street to the wharf.

Sections 13 and 14.—The coping and top and face planking of the crib-work were largely renewed.

The deposit from the large sewer which discharges into the Elgin Basin had been accumulating since 1895, and it was, by arrangement with the city and at the city's expense, dredged out soon after the clearing away of the ice and before the arrival of ships. Expenditure, $737.50; repaid by the city.

Section 15.—Early in the summer a considerable slip occurred in the earth work of the Island wharf at the upper inshore end, in rear of the pile work and under the Hamburg-American Packet Company's shed. Repairs were made by changing the front row of open piling into a close row, and by tying back the heads of the piles by long anchor bolts, so as to withstand the pressure of the foot of the earth slope, and by making good the slip with shale rock filling, after which the timber covering was rebuilt.

At the upper end of the basin, the timber covering of about 35 feet in length of pile wharf was renewed in the early part of summer. An adjoining part of the pile wharf, almost 20 years old, had become much decayed, and about 115 feet of its length was, after the close of navigation, renewed down to low water level. Cost of both, $2,360.51.

A portion of the crib-work of the outer face of the Island wharf, which settled forward out of line in the latter part of summer, was, on the removal of the freight shed, after the close of navigation, strengthened by putting in eleven tie bolts, 1½ inches diameter, placed 8½ feet apart, and extending to anchor blocks 50 to 60 feet back. Cost, $354.66.

Sections 15 to 17.—A number of shallow places in the ships' berths, caused largely by ashes and rubbish, were dredged out. Cost, $315.04. Half cost of dredging and depositing, chargeable to other works where the material was used, $315.04.

Section 16.—The wooden water trough was replaced by an iron one with new concrete foundation and piping. Cost, $211.91.

Section 20.—The large platform for dumping earth from carts into scows was erected and maintained as usual, but it was reserved exclusively for receiving wharf scrapings.

The crib-work of the down-stream face of the triangular projection of the Victoria Pier had become undermined and sunken out of line to such extent as to be in danger of falling out. Repairs were made by tying back the cribs with long anchor bolts and driving sixteen piles in front and by rebuilding and raising the top timber work to proper line and level. Cost, $2,239.38.

Another part of the crib-work of the outer face of the Victoria Pier, near the lower end, settled forward and was, after the close of navigation, tied back with long anchor bolts. Cost, $454.65.

Sections 22 and 23.—Some shoal places near the wharf, caused by accumulations of sand, gravel and rubbish, were dredged out. Cost, $80.40. Half cost of dredging and depositing, chargeable to other works where the material was used, $80.40.

Section 25.—Part of the crib filling of the wharf was found to have run out at the junctions of the old crib-work and the new at the ends of the former basin. The opening at the lower end was stopped and the crib-work strengthened by driving 35 piles in front, and that at the upper end by driving 15 piles, after which a considerable part of the coping and top planking of the wharf was renewed. Cost, $1,750.46.

Section 34.—About 200 lineal feet of the crib-work of the wharf, which had settled down and outward, was strengthened by seventeen tie bolts 1½ inches in diameter and about 50 feet long, after which the top of the wharf was renewed and raised to proper level. Cost, $1,726.40.

Section 36.—During winter a portion of the crib-work of the wharf at the coal towers became undermined, and the earth filling and back filling of the crib-work ran out to a depth of 15 feet, by a length of 135 feet and a breadth of 50 feet. Repairs were made by driving a row of fifty-six piles in front of the crib-work and tying it back by thirteen anchor bolts 1½ inches diameter by 60 to 65 feet long, and by making good the subsidence with rock filling. Cost, $2,569.23.

Section 40.—The top of the wharf was damaged by the winter ice, and repairs were made by renewing a considerable part of the top beams, planking and coping. Cost, $983.61.

Section 46.—At several places in the up-stream side of the pier, of an aggregate length of about 60 feet, and at about two feet clear below the top, one or two courses of the front timbers were crushed in by ice shoves. The filling of the crib-work on the up-stream side had subsided in several places, and the top planking of the crib-work in general, though completed only in 1891, had become much decayed. All defects were repaired and the pier put in good order. Cost, $846.50.

Longue Pointe.—The eastern wharf, built by the Commissioners in 1878, was thoroughly repaired. An average of two courses of the timber of the crib-work were renewed, the slip almost all renewed, all the planking and coping renewed, the wooden mooring posts replaced by countersunk iron posts, and the top of the wharf and approach road largely macadamized anew. Cost, $417.40.

General Repairs.—Ordinary general repairs have been made throughout the wharfs wherever needed, and both woodwork and roadways kept in good condition. The fastenings of the older bolted-down mooring posts throughout the harbour were examined, and the bolts and anchorages were renewed wherever found defective.

Macadamizing stone to the extent of 393¼ toises was used in the maintenance of the roadways, and was distributed as follows:—

	Toises.
Sections 5 to 10	62½
Sections 12 to 20	116¼
Sections 21 to 30	170¼
Sections 31 to 40	41½
Sections 41 and 42	¼
Longue Pointe wharf repair	2½
Total	393¼

The usual taking up of the mooring posts where not protected by the Guard Pier, the moving of drinking troughs and latrines and the storing away of materials for the winter were done between the 25th and 30th of November.

DREDGING PLANT AND DREDGING.

The dredging plant used in 1897 belongs to the Harbour Commissioners, and was composed of six dipper dredges, five floating derricks, one double land derrick, one drilling and blasting boat, three tugs, twenty-five flat deck scows and a floating shop, as detailed in the annexed table.

Derrick No. 3 was wintered in the Government dry dock, Lachine Canal, during the winter of 1896-97 to allow of repairs being made. All the other vessels of the dredging fleet were wintered in the harbour, near the entrance of the canal, in order to avoid the delay and expense, as also the risk of damage by grounding, incident to wintering in the canal. The vessels which wintered in the harbour were considerably moved as a whole, and displaced with regard to each other, by the shoving of the ice from the Point St. Charles Flats, as already described.

Derrick No. 4, which fouled with the drill boat, had her boom stays and turntable somewhat damaged, and two of the oldest scows were also damaged in the movement, but no other injury was sustained.

The winter repairs to the hulls and machinery of the dredging fleet were made by the Commissioners' own men, with exception of foundry work and some heavy machine work and forging, which were done by neighbouring shops.

The following are the chief items of repairs:—

Dredge No. 1.—One new main spur wheel and intermediate spur wheel, new pinion on crank shaft of main engine; throttle valve of swinging engine altered to work with independent lever; legs of boiler furnace renewed; new tubes to heater; foundation plate put on bow for receiving hawse pipe of backing chain; larger steam cylinder put on friction box of bucket handle. Dredge docked in summer; about half the outside planking and about 40 side frames, chiefly in the after end of the hull, which were much decayed, were renewed; about one-fourth of the deck plank renewed; spud-keepers re-rivetted, and new rubbing plates put on spud slides; one forward spud renewed.

Dredge No. 2.—New intermediate spur wheel; cast iron spur wheel of after spud drum replaced by a steel one; new supports for rock shaft of brakes of hoisting drums; new bush in backing drum; throttle valve of swinging engine altered to work with independent lever; foundation plate put on bow to carry hawse pipe of backing chain; new bucket door of a single steel casting, with Canan valve; new stays for spud slides; new hinge strap for lower spud keeper; new davits for small boat.

Dredge No. 3.—New intermediate spur wheel; steel spur wheel of after spud drum substituted for cast iron one; new supports for rock shaft of brakes of hoisting drum; new friction bands for spud drums; foundation plate put on bow for

hawse pipe of backing chain; new sheave at upper end of boom; new sheave on top of forward spud; friction box of bucket handle renewed in steel; new bucket door of a single steel casting, with Canan valve; new after spud and one new forward spud; new davits for small boat.

Dredge No. 4.—Boom rebuilt with entirely new woodwork; new ratchet wheel on main drum; new spur wheel on backing drum; crank shaft of steam pump renewed; forward spud repaired and rebolted.

Derrick No. 6.—Deck caulked all fore and aft; new stern spud.
ened in several places; new ratchet wheel on hoisting drum; two new sheaves for hoisting chain; malleable iron elbows put in steam pipes instead of those of cast iron. In the sinking and raising of the dredge, which occurred in October, many of the more exposed and lighter parts were damaged or destroyed. Repairs were fully made, amongst which were: Caulking of hull in dry dock; renewal of the upper deck and nearly half the housing; A frame and stays repaired; new forward spud; new turntable; steam pipes partly renewed; engine and machinery generally overhauled.

Dredge No. 7.—New ratchet wheel on hoisting drum; new sprocket sheave at head of mast; heavy repairs to both long and short bucket handles; new stern spud and repairs to other spuds; renewed deck planking of after end, and deck caulked all over.

Derrick No. 3.—Wintered in dry dock, and hull caulked; forward spud repaired.

Derrick No. 4.—Two new bevel wheels for spud gear; new segment put in turntable; stay rods of boom repaired; planking of stern partly renewed; deck caulked all fore and aft.

Derrick No. 5.—New deck plate for steam capstan; deck caulked all fore and aft.

Derrick No. 6.—Deck caulked all fore and aft; new stern spud.

Derricks Nos. 4, 5 and 6, in common.—Two clam shells fitted with new lips; a spare spud made for each derrick.

Tug St. Peter.—Old wooden rudder replaced by a new single-plate steel rudder; deck caulked all fore and aft; docked during summer, and planking all caulked and iron sheathing renewed.

Tug St. Louis.—Heavy repairs to steam pump; deck caulked all over.

Tug Aberdeen.—Valve motion of steering engine remodelled; set of patent New England roller grate bars put in place of ordinary bars; new set of propeller blades to replace a set broken by accident in working; cabin and forecastle fitted with hot water heating coils.

Drill Boat.—One steam drill almost entirely renewed; new piston rings, rifle ratchets and general repairs to three drills; new telescope steam pipe to each of the three drills; new three-way valve for hydraulic ram for traversing the drill frames; suction pipes of water pumps altered and made independent; boilers repaired.

New Testing Boat.—The scow fitted with a bar beneath it, which has been used for many years for testing the clear depth of water for navigation in the harbour, had become so much decayed and otherwise worn out as to be inefficient. A new testing-boat was therefore built at the Commissioners' shops, having two scows of 73 feet 3 inches long, 14 feet wide and 3 feet 1 inch deep over all, placed at 16 feet apart and decked over all. Athwart beneath each scow is a bar 30 feet long, supported and stayed fore and aft by wire ropes, worked by steam winch barrels in such a way that each bar may be set at any required depth, hoisted aboard, or lowered, at pleasure. The two bars, when in use for testing, are held end to end at the required depth, and they therefore test a breadth of bottom of 60 feet at each trip. A steering and chart room, 11 feet by 7 feet 9 inches, is placed with its floor 14 feet 3 inches above deck so as to give a clear view for observations, and in it

are four indexes showing the height of any rise of the bars on striking an obstruction. The testing-boat is propelled and steered by a tug, the bow of which is firmly held in a recess in the after end of the space between the scows. Steam for working the winch barrels is taken from the tug boiler by hose. Cost, $3,621.71.

The boiler of the tug "Emma Muncon," built in 1873, had become so much deteriorated as to be unfit for use after 1896. The engine was in good order, but old in type and of small power. The wooden hull was much decayed and expensive to maintain. It was therefore decided that the boat be sold as she was, which was done by public auction on 20th August, and she was bought by the Sincennes-McNaughton Line for $1,335.

The dredging fleet was served throughout the summer by the tugs "St. Peter," "St. Louis" and "Aberdeen."

Dredge No. 3 commenced work on 21st April, No. 1 commenced on the 22nd, No. 2 on the 23rd, No. 4 on the 24th, and Nos. 6 and 7 on the 27th.

Dredge No. 6 was accidentally sunk in the Current St. Mary, opposite section 37, on 16th September, and before she was ready for work again the stoppage of the three small dredges for the season was authorized by the Board. Dredge No. 6 therefore stopped her season's work on 16th September. No. 4 was stopped on 22nd September, and No. 7, which was required for work at Longue Pointe, was stopped on 30th October. The three large dredges, Nos. 1, 2 and 3, were stopped on 24th November. The three large derricks were employed throughout the summer, but the two small derricks were used only part of the season.

At the close of navigation the small dredges Nos. 4, 6 and 7, the small derricks Nos. 2 and 3, the drill-boat, pile-driver and six scows, all of which are of light draft, were laid up for the winter of 1897-98 in the larger basin of the Lachine Canal, below Black's Bridge, and the remainder of the fleet, consisting of the large dredges Nos. 1, 2 and 3, large derricks Nos. 4, 5 and 6, tugs "St. Peter," "St. Louis" and "Aberdeen," the testing-boat, floating shop, and twenty scows were laid up in the harbour near the canal entrance.

The aggregate number of days during which the dredges were on duty, reckoning every day except Sundays, from their commencing in spring, was:—

—	Montreal Harbour, work Days.	Other work Days.	Total days.
Dredge No. 1	142	42	184
do No. 2	183	.....	183
do No. 3	184	.....	184
do No. 4	125	15½	140½
do No. 6	119½	1½	121
do No. 7	100	50	150
Totals	853½	109	962½

The drill-boat commenced work on 24th April, was stopped on 11th August, and laid up until 27th August, and worked again from the latter date until 25th November. Of the working time, including all except Sundays, there were 153 days spent on the harbour works and 15½ days under charter elsewhere, making in all 168½ days' service of 11 hours per day.

The dredges worked by day only, on a nominal working day of ten hours per day. This, for the 509 days aggregate of the three large dredges on harbour duty, gives them a total of 5,098 hours nominal service: but the actual working time, after deducting that lost for repairs, changing positions, detention by vessels, waiting for scows, and from all other causes, was reduced to 4,125¼ hours, or an average of 81·05 per cent of the nominal hours of service. Included in the 509 days of the larger dredges' time of duty are 3¾ days of No. 2 dredge and 3¾ of

No. 3 dredge, while engaged lifting sunken dredge No. 6, the cost of which is included in the year's expenses of the latter dredge. The three smaller dredges had 344½ days aggregate harbour service, and their aggregate nominal time was 3,445 hours. Their actual working time was 2,834 hours, or an average of 82·27 per cent of the nominal time of service.

The total outlay for working the whole fleet, except the drill-boat, was $68,210.95, and this, as usual, represents the entire cost of working the plant and machinery, including repairs, outfit, fuel, wages, salaries, management charges, insurances, and all other outlays except interest on capital and depreciation of plant.

The cost of maintaining and working the three large dredges, with their portion of maintaining and working the tugs and scows, was $32,185.38, or an average of $64.18 per day each, and the like cost for the smaller dredges was $18,925.61, or an average of $54.93 per day each.

The cost of maintaining and working the six floating derricks was $17,099.56.

The following are the comparative costs and quantities of dredging for 1897, and for previous years:—

Years.	Cubic yards Dredged.	Total cost, Dollars.	Cost per Cubic yard, Cents.	Remarks.
1875	151,719	68,979	45	
1876	156,082	55,462	$35\frac{50}{100}$	
1877	173,499	45,103	26	
1878	211,731	48,748	23	
1879	189,609	41,006	$21\frac{63}{100}$	
1880	186,430	46,914	$25\frac{16}{100}$	
1881	170,764	54,128	$31\frac{69}{100}$	
1882	187,339	53,598	$28\frac{60}{100}$	Spoon dredges and stone-lifters.
	9,429	13,254	$81.40\frac{60}{100}$	Elevator dredges.
	196,768	66,852	$33\frac{96}{100}$	Totals and average.
1883	36,358	17,956	$49\frac{38}{100}$	Spoon dredges and stone-lifters.
	6,990	19,385	$\$2.77\frac{30}{100}$	Elevator dredges lifting rock and boulders and clearing up.
	43,348	37,341	$86\frac{14}{100}$	Totals and average.
1884	125,648	49,468	$39\frac{37}{100}$	Spoon dredges and stone-lifters.
1885	69,494	28,563	$41\frac{10}{100}$	" " "
1886	57,728	25,772	44	" " "
1887	36,993	23,259	62	" " "
1888	73,150	36,690	$50\frac{16}{100}$	" " "
	2,077	1,333	$64\frac{18}{100}$	Elevator dredges.
	75,227	38,023	$50\frac{54}{100}$	Totals and average.
1889	205,283	54,574	$26\frac{58}{100}$	Spoon dredges and stone-lifter.
	9,420	2,996	$31\frac{80}{100}$	Elevator dredge.
	214,703	57,570	$26\frac{81}{100}$	Totals and average.
1890	186,670	53,674	$28\frac{60}{100}$	Spoon dredges and stone-lifter.
1891	259,267	49,571	$19\frac{12}{100}$	Spoon dredges.
	43,290	14,2 2	$32\frac{87}{100}$	Elevator dredge.
	302,557	63,803	$21\frac{8}{100}$	Totals and average.
1892	361,947	93,595	$25\frac{85}{100}$	Spoon dredges.
1893	235,280	93,050	$39\frac{55}{100}$	" "
1894	312,430	98,858	$31\frac{64}{100}$	" "
1895	496,528	99,400	$20\frac{2}{100}$	" "
1896	401,938	103.317	$25\frac{70}{100}$	" "
1897	284,844	68,211	$23\frac{95}{100}$	" "

The general results of the dredging in 1897 are good. The total quantity dredged was smaller than usual, because the plant in use was less than usual, and because the material was largely rock; much of the dredging was on small shoals, where the cut was shallow and moving frequent; a considerable part was the cleaning up of former dredging. The expenses were, however, correspondingly small, and the average cost of the year's dredging per yard, as will be seen by the foregoing table, compares favourably with previous years.

The cost and character of the dredging in different parts of the harbour in 1897 are given below. All the quantities are either scow measurements from the tallied number of flat-deck scow loads of measured average capacity, or box measurements from the tallied number of boxes placed on scows, and containing four cubic yards per box. The cost of dredging includes the cost of tug and scow service, but not the cost of unloading scows by derricks, which is separately given.

Sections 5 to 10, Windmill Point Basin.—The dredging consisted mainly of compact Utica shale, holding trap in veins and beds, and of compact Utica shale alone. Another, and considerable portion, consisted of loose rock left from the dredging of former years, which required to be cleaned out in order to finish the basin and give the required clear depth for navigation. The remainder, comparatively insignificant in quantity, was of hard-pan sewage deposit and rubbish mixed with the loose rock. Where the trap and shale occurred together, the indications are that the trap was mainly the outcrop of beds lying at low angles in the shale, and of various thicknesses up to 3 or 4 feet. Beds less than 3 feet thick, and in favourable positions, can be dredged directly with the large dredges, but where unfavourably situated as to depth or dip, and of 3 feet thickness or over, they are more economically taken out by being blasted first.

The whole quantity blasted in 1897 was 18,146 cubic yards, measured in the solid, out of a total quantity dredged of 105,291 cubic yards, measured in the loose by tally of the dredge boxes, or, say 52,695 yards solid measurement; or, in other words, 34 per cent of all the rock taken out was blasted before being dredged. No distinction could be made in the unblasted rock, between that which was taken directly out of the solid by the dredges, and that which had been more or less loosened before and was merely cleaned up in 1897.

The total quantity of rock of all sorts thus dredged was 105,291 cubic yards, box measurement, all by large dredges, in depths of water of 34 to 28 feet to bottom of cut, at an average cost of $17\frac{9}{10}$ cents per yard, exclusive of blasting and of unloading the scows by derricks. The quantity unloaded by floating derricks at Windmill Point, part of which was from the dredging of the basin and part from elsewhere, cost 5⅞ cents per cubic yard, scow and box measurement.

Section 11, Approach to Windmill Point Basin.—Deepening the channel 32 to 28 feet deep to bottom of cut; shale rock, not blasted, boulders and hard-pan; by a large dredge; 2,020 cubic yards; cost, 27 cents per cubic yard, box measurement. Unloading by floating derricks, 5⅞ cents per cubic yard.

Sections 15 to 17.—Clearing out ships' berths at different times; 28 to 34 feet depth; sand, stones, ashes, mud, &c.; 947 cubic yards, by large dredges, cost, $35\frac{9}{10}$ cents per yard; 652 cubic yards, by small dredges, cost, 30⅕ cents per yard; all box and scow measurement. Unloading by floating derricks, 5⅞ cents per yard

Sections 16 and 17.—Dredging off small shoal spots in the basin, between the ship channel and the ships' berths; 32 to 35 feet depth; 6,416 cubic yards; sand, by a large dredge, cost $8\frac{7}{10}$ cents per yard; 7,675 cubic yards sand and hard-pan, by a small dredge, cost, 25½ cents per yard; all box and scow measurement. Unloading by floating derrick, 5⅞ cents per yard.

Section 19.—Deepening the basin in several places; sand, gravel and mud; 30 to 34 feet depth; 2,396 cubic yards, by a large dredge, cost, $15\frac{7}{10}$ cents per yard; 517 cubic yards, by a small dredge, cost, 27 cents per yard; all box and scow measurement. Unloading by floating derrick, 5⅞ cents per yard.

Sections 22 and 23.—Cleaning out ships' berths; gravel and sand, 30 to 34 feet depth; by a large dredge; 944 cubic yards; scow measurement; cost, 11⅕ cents per yard. Unloading by floating derricks, 5⅞ cents per yard.

Section 25.—Deepening ships' berths; sand and stones; 30 to 34 feet depth; by a large dredge; 492 cubic yards; scow measurement; cost, 12¼ cents per yard. Unloading by floating derricks, 5⅞ cents per yard.

Section 27.—Dredging away part of upper end of Molson Shoal, 30 to 33 feet deep; gravel and stones; by a small dredge; 6,172 cubic yards; cost, 32¼ cents per yard. Unloading by floating derricks, 5⅞ cents per yard.

Sections 27 to 32.—Deepening the shoals between the 10-foot water wharfs and the ship channel, 12 to 15 feet depth; strong current and much delay and difficulty in moving the dredge and scows; gravel, sand and boulders; by a small dredge; 12,062 cubic yards, scow measurement; cost, 39½ cents per yard; unloading by floating derricks, 5⅞ cents per yard.

Sections 34 and 35.—Deepening small isolated shoals between the ships' berths and the ship channel; 32 to 34 feet depth; hard-pan, gravel and stones; by a large dredge; 3,530 cubic yards, box and scow measurement; cost, 23^{10} cents per yard; unloading by floating derricks, 5⅞ cents per yard.

Sections 37 to 40.—Deepening isolated shoals between the ships' berths and the ship channel; 32 to 35 feet depth; gravel, sand and stones; 21,438 cubic yards, by a large dredge; cost, 15 cents per yard; 1,200 cubic yards, by a small dredge; cost, 49¾ cents per yard; all box and scow measurement; unloading by derricks, 5⅞ cents per yard.

Sections 40 to 44.—Deepening shoal spots about the pier; 32 to 35 feet depth; gravel, sand and stones; by a large dredge; 7,517 cubic yards; cost, 28⅗ cents per yard; unloading by derrick, 5⅞ cents per yard.

Section 43.—Deepening and enlarging the basin at the pier 30 to 33 feet depth; sand and stones; by a small dredge; 9,922 cubic yards, box and scow measurement; cost, 36 cents per yard; unloading by derrick, 5⅞ cents per yard.

Sections 44 and 45.—Deepening and enlarging the basin; 30 to 34 feet depth; sand and stones; by a large dredge; 5,167 cubic yards, scow measurement; cost, 11½ cents per yard; unloading by derrick, 5⅞ cents per yard.

Ship Channel through the Harbour.—Widening and deepening the channel 30 to 35 feet depth; 52,488 cubic yards, hard-pan and stones, by large dredges, cost 8⅝ cents per yard; 37,323 cubic yards, hard and soft silt and sand, by small dredges, cost 14½ cents per yard; all box and scow measurement; unloading by derricks, 5⅞ cents per yard.

Rock Ballasting, Windmill Point Basin.—By drill boat; about one-third shale and two-thirds trap rock, seamy and difficult to drill; grade line of finished bottom, 34 feet to 27 feet below water surface:

Working days, April 24th to August 11th.....	92 days.
Working days, August 27th to November 6th.....	61 days.
Total.....	153 days.
Working time per day.....	11 hours.
Number of holes drilled and blasted.....	5,074 holes.
Average depth of each hole, in rock.....	5·63 feet.
Average depth of each hole from surface of water..	29½ feet.
Total quantity of rock drilled and efficiently blasted, measured in solid to 6 inches below finished bottom.....	18,146 cub. yds.
Cost per cubic yard, measured in solid.....	$78\frac{1}{10}$ cents.

Appended are tables giving additional particulars regarding the dredging and dredging plant in 1897.

Yours respectfully,

JOHN KENNEDY,
Chief Engineer.

HARBOUR DREDGING.—Abstract of work done by each Dredge for the Harbour of Montreal in 1897.

Vessels.	Places at which Dredging was done.	Time of Service.		Quantities Dredged.		Character of Soil.
		Days.	Total.	Cubic Yds.	Total Yds.	
Dredge No. 1	Sections 5 to 10, Windmill Point	14¾		2,812		Trap rock and shale.
	Section 11, approach to Windmill Point	8		2,020		Rock, hardpan and stones.
	Section 14, ship channel in harbour	9½		7,008		Hardpan and stones.
	Sections 15 and 16, cleaning berths	4¼		797		Sand and stones.
	Section 19, Bonsecours Basin	5½		2,396		Gravel and sand.
	Sections 34 and 35, shoal spots	12¼		3,530		Hardpan, gravel and stones.
	Sections 37 to 40, shoal spots	47¼		21,438		Gravel, sand and stones.
	Sections 40 to 44, shoal spots	31½		7,517		Gravel, sand and stones.
	Sections 44 and 45, deepening	8¾		5,167		Sand and stones.
			142		52,685	
Dredge No. 2	Sections 5 to 10, Windmill Point	167¼		64,621		Trap rock and shale.
	Section 16, deepening basin	9¼		6,416		Sand.
	Sections 22 and 23, cleaning berths	1¾		944		Gravel and sand.
	Section 25, shoal spots	1		492		Sand and stones.
	Raising Dredge No. 6	¾		.....		
			183		72,473	
Dredge No. 3	Sections 5 to 10, Windmill Point	119¾		37,858		Trap rock and shale.
	Section 17, cleaning berths	½		150		Sand.
	Ship channel in harbour	60		45,480		Hardpan, gravel and stones.
	Raising Dredge No. 6	3¾		.....		
			184		83,488	
Dredge No. 4	Section 16, cleaning berths	2		450		Sand and mud.
	Section 17, deepening berths	42		7,675		Hardpan and sand.
	Section 19, Bonsecours Basin	3		517		Gravel and mud.
	Ship channel in harbour	78		29,974		Hard and soft sand.
			125		38,616	
Dredge No. 6	Section 27, Molson shoal	30		6,172		Gravel and stones.
	Section 37, shoal spots	9		1,200		Gravel, stones and sand.
	Section 43, deepening	54		9,922		Sand and stones.
	Ship channel in harbour	26½		7,349		Hard silt and sand.
			119½		24,643	
Dredge No. 7	Section 17, cleaning berths	2		202		Ashes and deposit.
	Sections 27 to 32, deepening	92		12,062		Gravel, sand and boulders.
	Longue Pointe wharf	6		675		Quicksand.
			100		12,939	

HARBOUR DREDGING.—Statement showing the number of days worked by each Dredge and the quantity dredged at each place for the Harbour of Montreal in 1897.

Places where Dredges worked.	Vessel.	Time of Service.		Quantities Dredged.		Character of Soil.
		Days.	Totals.	Cubic Yds.	Total Yds.	
Sections 5 to 10, Windmill Point	Dredge No. 1	14¾		2,812		Trap rock and shale, and some hardpan.
do do do	do No. 2	167¼		64,621		do do do
do do do	do No. 3	119¾		37,858		do do do
			301¾		105,291	
Section 11, approach to Windmill Point	Dredge No. 1	8		2,020		Rock, hardpan and stones.
			8		2,020	
Sections 15 to 17, cleaning ships' berths	Dredge No. 1	4½		797		Sand and stones.
do do do	do No. 3	½		150		Sand.
do do do	do No. 4	2		450		Sand and mud.
do do do	do No. 7	2		202		Ashes and deposit.
			9		1,599	
Sections 16 and 17, deepening basin	Dredge No. 2	9¼		6,416		Sand.
do do do	do No. 4	42		7,675		Hardpan and sand.
			51¼		14,091	
Section 19, deepening basin	Dredge No. 1	5½		2,396		Gravel and sand.
do do	do No. 4	3		517		Gravel and mud.
			8½		2,913	
Sections 22 and 23, cleaning ships' berths	Dredge No. 2	1¾		944		Gravel and sand.
			1¾		944	
Section 25, deepening ships' berths	Dredge No. 2	1		492		Sand and stones.
			1		492	
Section 27, cutting away Molson shoal	Dredge No. 6	30		6,172		Gravel and stones.
Sections 27 to 32, deepening shallow berths	Dredge No. 7	92		12,062		Gravel, sand and boulders.
			92		12,062	
Sections 34 and 35, deepening shoal spots	Dredge No. 1	12¼		3,530		Hardpan, gravel and stones.
			12¼		3,530	
Sections 37 to 40, deepening shoal spots	Dredge No. 1	47¼		21,438		Gravel, sand and stones.
do do do	do No. 6	9		1,200		do do
			56¼		22,638	
			30		6,172	
	Carried forward		411¼		133,522	

HARBOUR DREDGING.—Statement of quantities dredged at each place in 1897—*Continued.*

Places where Dredges worked.	Vessel.	Time of Service.		Quantities Dredged.		Character of Soil.
		Days.	Totals.	Cubic Yds.	Total Yds.	
	Brought forward		411¼		133,522	
Sections 40 to 44, deepening shoal spots	Dredge No. 1	31½	31½	7,517	7,517	Gravel, sand and stones.
Section 43, deepening basin	Dredge No. 6	54	54	9,922	9,922	Sand and stones.
Sections 44 and 45, deepening basin	Dredge No. 1	8¾	8¾	5,167	5,167	Sand and stones.
Ship channel through Montreal harbour	Dredge No. 1	9½	174	7,008	89,811	Hardpan and stones.
do do do	do No. 3	60		45,480		Hardpan, gravel and stones.
do do do	do No. 4	78		29,974		Hard and soft sand.
do do do	do No. 6	26½		7,349		Hard silt and sand.
Longue Point, upper wharf	Dredge No. 7	6	6	675	675	Quicksand.
Raising dredge No. 6	Dredge No. 2	3¾	7½			
do do	do No. 3	3¾				
	Totals		853¼		284,844	

HARBOUR DREDGING.—Statement showing the number of days worked by each Dredge and the quantity dredged at each place for the Harbour of Montreal in 1897.

Places where Dredges worked.	Vessel.	Time of Service.		Quantities Dredged.		Character of Soil.
		Days.	Totals.	Cubic Yds.	Total Yds.	
Sections 5 to 10, Windmill Point	Dredge No. 1	14¾		2,812		Trap rock and shale, and some hardpan.
do do do	do No. 2	167¼		64,621		do do do
do do do	do No. 3	119¾		37,858		do do do
			301¾		105,291	
Section 11, approach to Windmill Point	Dredge No. 1	8		2,020		Rock, hardpan and stones.
			8		2,020	
Sections 15 to 17, cleaning ships' berths	Dredge No. 1	4½		797		Sand and stones.
do do do	do No. 3	½		150		Sand.
do do do	do No. 4	2		450		Sand and mud.
do do do	do No. 7	2		202		Ashes and deposit.
			9		1,599	
Sections 16 and 17, deepening basin	Dredge No. 2	9¼		6,416		Sand.
do do do	do No. 4	42		7,675		Hardpan and sand.
			51¼		14,091	
Section 19, deepening basin	Dredge No. 1	5½		2,396		Gravel and sand.
do do	do No. 4	3		517		Gravel and mud.
			8½		2,913	
Sections 22 and 23, cleaning ships' berths	Dredge No. 2	1¾		944		Gravel and sand.
			1¾		944	
Section 25, deepening ships' berths	Dredge No. 2	1		492		Sand and stones.
			1		492	
Section 27, cutting away Molson shoal	Dredge No. 6	30		6,172		Gravel and stones.
Sections 27 to 32, deepening shallow berths	Dredge No. 7	92		12,062		Gravel, sand and boulders.
			92		12,062	
Sections 34 and 35, deepening shoal spots	Dredge No. 1	12¼		3,530		Hardpan, gravel and stones.
			12¼		3,530	
Sections 37 to 40, deepening shoal spots	Dredge No. 1	47¼		21,438		Gravel, sand and stones.
do do do	do No. 6	9		1,200		do do
			56¼		22,638	
			30		6,172	
	Carried forward		411¼		133,522	

HARBOUR DREDGING.—Statement of quantities dredged at each place in 1897—*Continued.*

Places where Dredges worked.	Vessel.	Time of Service.		Quantities Dredged.		Character of Soil.
		Days.	Totals.	Cubic Yds.	Total Yds.	
	Brought forward..	.....	411¼	.....	133,522	
Sections 40 to 44, deepening shoal spots...	Dredge No. 1.....	31½	31½	7,517	7,517	Gravel, sand and stones.
Section 43, deepening basin	Dredge No. 6.....	54	54	9,922	9,922	Sand and stones.
Sections 44 and 45, deepening basin.....	Dredge No. 1.	8¾	8¾	5,167	5,167	Sand and stones.
Ship channel through Montreal harbour..	Dredge No. 1.....	9½		7,008		Hardpan and stones.
do do do ..	do No. 3...	60		45,480		Hardpan, gravel and stones.
do do do ..	do No. 4.	78		29,974		Hard and soft sand.
do do do ..	do No. 6.	26½	174	7,349	89,811	Hard silt and sand.
Longue Point, upper wharf...	Dredge No. 7.	6	6	675	675	Quicksand.
Raising dredge No. 6....	Dredge No. 2.....	3¾				
do do	do No. 3.....	3¾	7½			
	Totals	.....	853½	.....	284,844	

HARBOUR DREDGING.—Statement showing particulars of Cost of working the different Vessels employed in Harbour Dredging in 1897.

Vessels.	Repairs, Maintenance and Stores.	Fuel.	Wages.	Proportion of Salaries of Staff.	Grand Totals.		Service.	Cost per Day.
	Cost.	Cost.	Cost.	Cost.	Cost.	Total.	Days.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		$ cts.
Spoon dredge No. 1	3,228 29	1,013 30	2,119 72	469 99	6,831 30		142	48 11
do No. 2	2,629 92	1,386 45	2,813 22	504 60	7,334 19		183	40 08
do No. 3	3,441 38	1,393 30	2,814 05	565 21	8,213 94		184	44 64
do No. 4	618 28	465 57	1,996 19	227 60	3,307 64		125	26 46
do No. 6	2,124 92	414 22	2,160 17	347 67	5,046 98		119½	42 23
do No. 7	827 03	318 37	1,785 64	216 51	3,147 55		100	31 48
						33,881 60		
Dredges—totals	12,869 82	4,991 21	13,688 99	2,331 58			853½	39 62
Floating derrick No. 2	167 00	309 80	1,599 97	153 44	2,230 21		152	14 67
do No. 3	304 38	123 24	723 23	85 01	1,235 86		55	22 47
do No. 4	562 69	647 00	2,572 29	279 48	4,061 46		179	22 69
do No. 5	696 75	684 67	3,328 12	347 99	5,057 53		190	26 62
do No. 6	753 24	571 70	2,879 31	310 65	4,514 90		140	32 25
						17,099 96		
Derricks—totals	2,484 06	2,336 41	11,102 92	1,176 57			716	23 88
Tug "Aberdeen"	1,030 42	1,588 15	1,912 64	334 83	4,886 04		196	24 83
do "St. Peter"	662 47	1,570 64	1,927 19	307 41	4,467 71		198	23 57
do "St. Louis"	308 94	886 83	1,662 38	211 21	3,069 36		188	16 33
						12,403 11		
Tugs—totals	2,001 83	4,045 62	5,502 21	853 45			582	21 31
Scows and boxes—totals	4,826 28	.....	.....	.....	.....	4,826 28	.....	.....
Grand totals	22,181 99	11,373 24	30,294 12	4,361 60	.....	68,210 95	.....	.....

HARBOUR DREDGING.—Statement showing Cost of Harbour Commissioners' Dredging by the different Dredges, with their proportion of Tug and Scow Service for 1897.

Vessels.	Dredge Service.	Tug Service.	Scow and Box Service.	Dredge with Tug and Scow Service added.	Time of Service.	Cost per Working Day of Dredge.	Quantity Dredged.	Average cost per Cubic Yard.	Additional cost for unloading by Derricks.	Proportions of Materials Dredged.	
	Cost.	Proportion of Cost.	Proportion of Cost.	Cost.	Days.		Cubic Yards.			Earth.	Rock.
	$ cts.	$ cts.	$ cts.	$ cts.		$ cts.		Cents.	Cents.	p.c.	p.c.
Spoon dredge No. 1	6,831 30	2,063 55	802 98	9,697 83	142	68 29½	52,685	·1847	5⅞	90¾	9¼
do No. 2	7,334 19	2,659 37	1,034 80	11,028 36	183	60 26½	72,473	·1491	5⅞	11	89
do No. 3	8,213 94	2,673 90	1,040 45	11,928 29	184	64 82¾	83,488	·1400	5⅞	54½	45½
Totals	22,379 43	7,396 82	2,878 23	32,654 48	509	.....	.....	.....	.....	.....	.....
Less work of Nos. 2 and 3, raising No. 6 dredge	469 10	.....	.....	469 10	7½	.....	.....	.....	.....	.....	.....
Totals and averages	21,910 33	7,396 82	2,878 23	32,185 38	501½	64 18	208,646	·1543	5⅞	48½	51½
Spoon dredge No. 4	3,307 64	1,816 51	706 84	5,830 99	125	46 64¾	38,616	·1510	5⅞	100	.....
do No. 6	5,046 98	.....	.....	7,459 30	.....	.....	.....	.....	.....	.....	.....
Add cost of Nos. 2 and 3 raising No. 6 dredge	469 10	.....	.....	469 10	.....	.....	.....	.....	.....	.....	.....
Total cost No. 6 dredge	5,516 08	1,736 58	675 74	7,928 40	119½	66 34½	24,643	·3216	5⅞	100	.....
Spoon dredge No. 7	3,147 55	1,453 20	565 47	5,166 22	100	51 66½	12,939	·3993	5⅞	100	.....
Totals and averages	11,971 27	5,006 29	1,948 05	18,925 61	344½	54 94	76,198	·2484	5⅞	100	.....
Grand totals	33,881 60	12,403 11	4,826 28	51,110 99	853½	59 87	284,844	·1794	5⅞	62¼	37¾

For full description of materials dredged at the different places by the various dredges see detailed statements and Engineer's Report for 1897.

Harbour Commissioners' Dredging Plant Employed in the Harbour of Montreal in 1897.

Description of Vessel.	Hull.				Engines.					Capacity of Bucket.	Depth to which Dredge can work.	Remarks.
	Length over all.	Breadth of Beam.	Depth over all.	When Built.	Kind of Engine.	Number of Cylinders.	Diameter of Cylinders.	Length of Stroke.	Pressure of Steam.			
Dredges.	Ft. in.	Ft. in.	Ft. in.				Inches.	Inches.		Yds	Ft	
Boom spoon dredge No. 1	90 0	36 0	9 6	1890-1	Horizontal, non-condensing.	2	16	18	110	4¼	40	Wooden hull.
do do do No. 2	90 0	36 0	10 3	1892		2	16	18	128	4¼	40	do do
do do do No. 3	90 0	36 0	10 3	1894		2	16	18	120	4¼	40	do do
do do do No. 4	77 3	27 0	6 6	1872		1	14	16	85	2½	33	Rebuilt and altered, 1890.
do do do No. 6	77 0	27 0	7 6	1874		1	14	16	85	2½	35	do do do 1892.
Crane do do No. 7	77 3	27 0	7 0	1874		1	14	16	85	1½	32	Rebuilt in 1889.
Derricks.												
Clam shell derrick No. 2	57 0	23 6	5 9	1872	Horizontal, non-condensing.	2	7	12	85	....	...	Wooden hull.
do do do No. 3	61 9	24 0	5 9	1875		1	10	12	85	....	....	do do
do do do No. 4	75 0	26 10	7 6	1892		2	12	14	110	...	...	do do
do do do No. 5	75 0	26 10	7 6	1892		2	12	14	110	...	....	do do
do do do No. 6	75 0	26 10	7 6	1892		2	12	14	110	....	...	do do
Pair of land derricks	42 0	40 0	.....	1892-3		2	12	14	110	..	...	Wooden framing.
						2	12	14	110			
Drilling and blasting boat	80 0	27 0	5 6	1895	.....	.....	.....	.....	90	....	....	Three 5-inch steam drills.
Tug Boats.			Hold.									
Tug St. Louis	67 0	15 0	8 7	1875	Vertical, non-condensing.	1	16	20	85	....	....	Wooden hull rebuilt in 1891.
do St. Peter	71 6	16 6	8 6	1875		1	20	22	85	....	....	do do
do M. P. Davis*	40 5	10 7	5 3	1879		1	10	12	.....	....	...	Wooden hull.
do Aberdeen	79 3	18 3	9 0	1895	Vertical condensing.	1	16	24	125	....	..	Steel hull.
						1	32					
			Over all.									
Testing boat	73 3	14 0	3 1	1897	.....	.....	.....	.....	.....	...	....	Two wooden scows, braced 16 ft. apart.
	73 3	14 0	3 1									
Floating shop	135 0	29 0	10 0	.....	.....	.....	.....	.....	.....	...	...	Wooden hull.

HARBOUR Commissioners' Dredging Plant Employed in the Harbour of Montreal in 1897—*Concluded.*

Description of Vessel.	Hull.				Engines.					Capacity of Bucket.	Depth to which Dredge can work.	Remarks.
	Length over all.	Breadth of Beam.	Depth over all.	When Built.	Kind of Engine.	Number of Cylinders.	Diameter of Cylinders.	Length of Stroke.	Pressure of Steam.			
Scows.	Ft. in.	Ft. in.	Ft. in.		Capacity.		Inches.	Inches.		Yds		
1 sounding scow No. 2....	70 6	18 0	5 0	.....	45 cubic yds..	.....	.....	.....	.....	....	....	All wood.
1 flat-deck scow No. 6 ...	70 5	18 0	5 0	1873	45 do .	.....	.....	.....	.....	....	....	do
1 do do No. 11....	70 0	18 3	5 1	1874	45 do ..	.....	.....	.....	.....	....	....	do
1 do do No. 14....	69 5	18 4	5 0	1875	45 do ..	.....	.....	.....	.....	....	..	do
1 do do No. 15....	70 4	18 2	5 0	1875	45 do ..	.....	.....	.....	.....	....	....	do
1 do do No. 16 ..	70 4	18 3	5 6	1875	45 do ..	.....	.....	.....	.....	....	....	do
1 do do No. 17 ...	75 0	20 2	6 0	1876	67½ do ..	.....	.....	.....	.....	....	....	do
1 do do No. 18....	75 4	20 4	6 3	1876	67½ do ..	.....	.....	.....	.....	....	..	do
1 do do No. 19....	75 6	20 3	6 5	1878	67½ do ..	.....	.....	.....	.....	....	....	do
1 do do No. 20....	75 6	20 3	6 3	1878	67½ do ..	.....	.....	.....	.....	....	....	do
2 do do Nos. 21 and 22....	85 0	25 0	7 5	1891	150 do ..	.....	.....	.....	.....	....	....	do
2 do do Nos. 23 and 24 ...	85 0	25 0	6 9	1891	150 do ..	.....	.....	.....	.....	....	....	do
6 do do Nos. 25 to 30....	85 0	25 0	6 9	1892	150 do ..	.....	.....	.....	.....	....	..	do
5 do do Nos. 31 to 35....	85 0	25 0	6 9	1893	150 do ..	.....	.....	.....	.....	....	....	do

* The tug "M. P. Davis" was used by the government throughout the summer of 1897.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE,
MONTREAL, 23rd February, 1898.

SIR,—By direction of the Harbour Commissioners of Montreal, I transmit herewith, for the information of the Honourable the Minister of Marine and Fisheries, a copy of the report of the Harbour Master of Montreal for the year 1897, with six statements showing the tonnage and other particulars of the vessels which arrived.

I have the honour to be, sir,
Your obedient servant,

ALEXANDER ROBERTSON,
Secretary.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

REPORT OF THE HARBOUR MASTER OF MONTREAL, FOR THE YEAR 1897.

HARBOUR MASTER'S OFFICE,
MONTREAL, 11th January, 1898.

ALEXANDER ROBERTSON, Esq.,
Secretary, Harbour Commissioners of Montreal.

DEAR SIR,—For the information of the Board of Harbour Commissionrs, I beg to submit the following as my annual report for the year ended 31st December, 1897, with four comparative statements, showing for the past ten years the number, tonnage, classification, greatest number in port at one time of vessels, sea-going and inland, dates of the opening and closing of navigation, and two statements showing the nationality, and number and tonnage of sea-going vessels consigned to the different shipping firms during the year 1897.

Seven hundred and ninety-six (796) sea-going vessels arrived in port during the season, of the aggregate tonnage of 1,379,002 tons, showing an increase in ocean tonnage of 162,534 tons over the previous year.

Of these vessels seven hundred and fifty (750) were built of iron or steel, of an aggregate tonnage of 1,368,948 tons, and forty-six (46) of wood, of an aggregate tonnage of 10,054 tons.

Of inland vessels there arrived in port six thousand three hundred and eighty-four (6,384) of an aggregate tonnage of 1,134,346, showing an increase in inland tonnage of 130,229 tons, and making a total of seven thousand one hundred and eighty (7,180) vessels of all classes and 2,513,348 tons, and an increase in tonnage of vessels of all classes of 292,763 tons. Some of the principal items of exports and imports (as obtained from the best sources of information) were :

EXPORTS.

Lumber.—There were shipped during the season of lumber, square and wane timber, to the United Kingdom and continental ports, 320,802,733 feet, board

measure, showing an increase over 1896 of 101,770,555 feet, and to the River Plat 417,505 feet, a decrease of 7,372,661 feet from the previous year.

Grain.—There were shipped during the season 9,899,308 bushels of whea 9,210,222 bushels of corn, 1,779,777 bushels of pease, 5,122,074 bushels of oat 179,044 bushels of barley, 855,135 bushels of rye, making a grand total of 27,045 560 bushels, and an increase of 8,143,513 bushels as compared with 1896.

Flour.—There were shipped 585,813 barrels, a decrease of 186,313 barrels from the previous year.

Meal.—There were shipped during the season 37,350 barrels, a decrease of 2,671 barrels in 1897.

Eggs.—Exportation of eggs is still increasing, there were shipped 167,120 cases, an increase of 25,267 cases over the previous year.

Cheese.—This year cheese shows a large increase, there were shipped 2,078,719 boxes, an increase of 356,668 boxes.

Butter.—There were shipped 222,923 packages, being an increase of 65,281 packages as compared with 1896.

Apples.—There was a large falling off in shipments of apples, there were shipped 170,784 barrels, being a decrease of 554,232 barrels in 1897.

Cattle.—There were shipped from Montreal 117,247 head of cattle, showing an increase of 20,799 head over 1896.

Sheep.—There were shipped from Montreal 60,638 sheep, a decrease of 15,882 head as compared with 1896.

Horses.—There were shipped from Montreal 10,051 horses, showing a decrease of 370 as compared with 1896.

Hay.—There were shipped during the season 36,325 tons, showing an increase of 23,818 tons over 1896.

IMPORTS.

Coal.—We received from Great Britain 48,754 tons, showing an increase of 6,156 tons; from the United States 277,256 tons, showing an increase of 71,277 tons; from the maritime provinces 698,740 tons, showing an increase of 29,354 tons; and a total increase of 106,787 tons during 1897.

Of this coal 737,610 tons were discharged in the harbour, and 287,140 tons in the canal.

Cement.—We had from all sources 302,204 barrels, an increase of 148,813 barrels.

Scrap Iron.—We had 14,191 tons, showing a decrease of 183,099 tons as compared with 1896.

REMARKS.

Last season was the first on record during which there were no full-rigged ships in port. H.M.S. "Talbot," a second-class cruiser, visited the harbour last summer, arriving on 17th June to take part in the Queen's Diamond Jubilee celebrations, Captain E. Gamble being in command.

The Government steamer "Druid" arrived on 30th August from Quebec with the Premier, the Right Hon. Sir Wilfrid Laurier on board.

The American frigate "Yantic" arrived on 30th October, Captain Moore commanding, and after a short stay, went on to Detroit.

Tracks for both the Grand Trunk and Canadian Pacific Railways were laid early in the summer on the new pier at Hochelaga and connected with the main lines, and were found a great convenience, especially by the lumber merchants.

A new siding was also laid at Windmill Point for the use of the Grand Trunk Railway.

Part of the harbour dredging fleet is being wintered afloat in the lower basin of the Lachine Canal, and part opposite the harbour building.

The wharfs and roads were kept in good repair throughout the season.

Yours respectfully,

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port the past ten years, with the dates of the greatest number in Port at one time.

Years.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigantines.	Tonnage.	Schooners.	Tonnage.	Total Number of Vessels.	Tonnage.	Number in Port.
1888..	532	742,276	7	9,634	32	20,208	..	.....	10	2,631	74	7,714	655	782,473	36, June 27
1889..	522	763,783	8	11,923	49	33,982	4	1,239	11	2,356	101	9,882	695	823,165	39, Aug. 14
1890..	624	889,189	9	13,127	33	19,442	2	590	8	1,323	70	6,671	746	930,332	37, Sept. 3
1891..	631	903,043	11	16,113	15	11,054	1	149	9	2,127	58	6,171	725	938,657	46, Aug. 19
1892..	658	1,004,396	8	11,705	21	15,405	1	149	4	809	43	4,243	735	1,036,707	39, July 12
1893..	737	1,128,658	3	4,014	11	8,893	..	.....	5	1,856	48	8,356	804	1,151,777	42, July 19
1894..	684	1,079,313	3	4,324	14	9,609	..	.....	5	901	28	2,762	734	1,096,909	32, May 23
1895..	592	1,055,611	1	1,545	9	7,714	..	.....	7	1,689	31	2,827	640	1,069,386	25, June 18
1896..	669	1,200,543	5	7,350	6	4,003	..	.....	9	2,052	20	2,520	709	1,216,468	37, July 29
1897..	752	1,368,395	..	.....	8	3,958	..	.....	7	1,745	29	4,904	796	1,379,002	40, July 28

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port from the Maritime Provinces the past ten years.

Years.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigantines.	Tonnage.	Schooners.	Tonnage.	Total Number of Vessels.	Total Tonnage.
1888. ...	213	195,598	1	1,199	4	3,097	...	.....	3	701	35	3,375	256	203,952
1889....	184	174,076	....	.....	1	998	...	....	3	441	52	4,668	240	179,183
1890....	252	235,722	....	.....	....	.....	....	.....	1	170	42	3,714	295	239,606
1891 ...	272	260,702	....	.....	2	1,462	...	....	2	520	29	3,067	305	266,751
1892.....	289	275,040	....	.....	3	2,215	1	149	2	340	36	2,214	331	280,958
1893. ...	333	324,188	....	.....	....	...	1	169	....	.....	34	2,577	368	326,934
1894.....	349	362,945	....	.....	3	2,323	...	...	4	609	23	2,230	379	368,107
1895....	256	296,256	....	.....	....	.....	....	.....	5	1,070	30	2,734	291	300,060
1896.....	252	292,881	....	.....	1	178	....	.....	4	734	15	1,188	272	294,981
1897.....	298	364,936	....	.....	...	...	....	....	2	376	11	1,051	311	366,363

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage of Inland Vessels that arrived in Port the past ten years, with the greatest number in Port at one time.

Years.	Number of Vessels.	Tonnage.	Greatest Number in Port at one time.
1888	5,500	863,014	163—14 Aug.
1889	5,847	1,069,709	187—15 do
1890	5,162	966,959	167—20 Oct.
1891	5,268	1,119,484	151— 7 Sept.
1892	5,200	1,049,600	159— 6 Aug.
1893	5,244	1,153,600	158—25 July.
1894	4,666	979,809	172—20 May.
1895	4,498	943,717	165—20 July.
1896	4,832	1,004,117	160—11 June.
1897	6,384	1,134,346	200—20 July.

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the dates of the Opening and Closing of Navigation, first arrival from Sea, and the last departure for Sea, the past ten years.

Years.	Opening of Navigation.	Closing of Navigation.	First Arrival from Sea.	Last Departure for Sea.
1888	29 April	14 December	4 May	22 November
1889	14 do	29 do	27 April	23 do
1890	14 do	3 do	30 do	24 do
1891	17 do	17 do	27 do	21 do
1892	13 do	23 do	23 do	27 do
1893	24 do	4 do	13 May	23 do
1894	12 do	26 do	27 April	24 do
1895	20 do	6 do	27 do	25 do
1896	22 do	19 do	28 do	23 do
1897	17 do	19 do	30 do	24 do

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

STATEMENT showing the Nationality and Tonnage of Sea-going Vessels that arrived in Port during the Season of 1897, that were navigated by 27,610 Seamen.

Nationality.	Number of Vessels.	Tonnage.
British	739	1,288,958
Norwegian	39	48,705
German	10	33,631
Danish	2	4,484
American	6	3,224
Total	796	1,379,002

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

NUMBER and Tonnage of Sea-going Vessels that were consigned to the following Merchants during the Season of 1897.

No.	Name of Firms.	Steam	Tonnage.	Sail	Tonnage.	Total Vessels.	Total Tonnage.
1	Kingman, Brown & Co	192	235,983			192	235,983
2	H. A. Allan	95	234,717			95	234,717
3	R. Reford & Co	94	190,246			94	190,246
4	Elder, Dempster & Co	59	152,819	1	285	60	153,104
5	McLean, Kennedy & Co	65	125,880	2	911	67	126,791
6	D. Torrance & Co	43	110,789			43	110,789
7	Wm. Johnston & Co	26	67,769			26	67,769
8	D. W. Campbell	25	64,510	1	491	26	65,001
9	Carbray, Routh & Co	31	36,507			31	36,507
10	James Thom	10	33,631	1	163	11	33,794
11	Hy. Dobell & Co	36	26,508			36	26,508
12	J. G. Brock	17	19,431	7	536	24	19,967
13	Munderloh & Co	7	15,629			7	15,629
14	Intercolonial Coal Co.	16	15,298			16	15,298
15	Petersen, Tate & Co	10	14,936			10	14,936
16	Dobell, Beckett & Co	6	10,008			6	10,008
17	Anderson, Mackenzie & Co	1	1,904	17	5,759	18	7,663
18	Imperial Government	1	5,600			1	5,600
19	John Hope & Co	2	3,362			2	3,362
20	Four others	16	2,868	15	2,462	31	5,330
	Total	752	1,368,395	44	10,607	796	1,379,002

THOMAS HOWARD,
Harbour Master.

APPENDIX No. 3.

REPORT OF THE HARBOUR COMMISSIONERS OF TORONTO FOR THE YEAR ENDED 31ST DECEMBER, 1897.

FORTY-SEVENTH ANNUAL REPORT.

To the Commissioners of the Harbour of Toronto:

GENTLEMEN,—I have the honour to submit the annual report for the year 1897.

The harbour was clear of ice on the 17th March, having been frozen over for 85 days. The ice again formed on the 24th December and bore skaters on Christmas day.

The first arrival with freight was the SS. "Lakeside," Captain Wygle, from St. Catharines, on the 24th March, and the last to arrive was the schooner "P. E. Young," with a load of stone from Frenchman's Bay on the 22nd December.

The number of arrivals at this port during the season was 2,988 as against 2,820 in 1896.

	1896.	1897.	Increase.	Decrease.	Tonnage 1896.	Tonnage 1897.
Propellers, loaded	231	270	39		88,512	92,118
" light	51	34		17		
Steamers, loaded	1,852	1,944	92		750,893	796,059
" light	12	4		8		
Sailing vessels, loaded	655	707	52		69,741	66,402
" light	19	29	10			
	2,820	2,988			909,146	954,579

The total trade of this port is therefore close upon 2,000,000 tons register.

The number of vessels wintering here is 72, viz., 21 steamers, 22 schooners, 10 propellers, 9 steam launches, 6 sailing yachts, 2 steam tugs and 2 barges, also 4 dredges with their scows, in all about 13,921 tons register.

Cash receipts from all sources, including balance from last year, amount to $19,465.90.

Expenses of all kinds, including the payment of $5,000 for five bonds, which matured on 1st July, 1897, amount to $18,933.90, leaving a cash balance of $532.

The receipts of coal this year by water are 128,217 tons, as against 153,094 tons in 1896. This falling off in coal receipts is almost entirely attributable to the difficulty experienced in getting railway cars to bring the coal from the pit's mouth to the lake side. Soft coal brought by vessels this year amounts to 6,972 tons. The total quantity of coal per water and rail, per returns from the custom-house, are 320,489 tons of anthracite and 213,840 tons of bituminous coal, in all 534,329 tons.

The abundant fruit season of 1897 increased the number of packages carried by water from 252,185, in 1896, to 570,669 in 1897, an increase of 319,484 packages. This trade has no doubt been encouraged by the reduction in harbour dues made by the Commissioners during the summer, competition in the fruit carrying trade being particularly keen.

Dredging this year has cost the large sum of $8,479.56—$400 less than the total amount collected for harbour dues, and over $5,000 more than last year. This increase was, to some extent, caused by the storm of 25th and 26th July, which re-

sulted in a flood in the River Don, bringing down sand and clay and filling up the approach to Princess Street dock to the depth of 9 feet, directly after a uniform depth of 14 feet had been dredged. This necessitated the return of the dredge and an extra cost of $889.81. The cost of dredging the Princess Street dock and approaches is $2,105.15, and the total cost of dredging east of Yonge Street is $3,592.81. At the close of 1896 there was good water all along the eastern front of the harbour, and the amount of deposit represented by this sum has all been brought down the River Don since the summer of 1896. Had the agreement made by the city in 1891 to divert the River Don into Ashbridge Bay been carried out, this heavy annual expenditure, averaging $3,000 per year, would be avoided. It is a constant and ruinous drain upon the small resources of the Trust, and a hindrance to the Commissioners in their desire to improve other portions of the harbour.

The highest water for the year was 9½ inches above zero on July 27th. The lowest water was 23 inches below zero on January 18th. The average for the year is 5 inches below zero, being 3¾ inches higher than for last year.

The Government engineer in charge of the harbour works at the eastern entrance reports as follows:—

"The bar that had formed south of the east pier was removed, and some dredging done in the channel to the depth of 17 feet below zero on the city gauge.

"The severe gales of last winter caused a settlement of the north end of the east pier. This was straightened and repaired. The work of protecting the breakwater on the south shore of the island was continued.

"Three groynes, constructed of layers of brush mattresses, were placed on the south side of the island, and before close of navigation had made considerable beach."

The fog horn was sounded on 23 days, viz., 3 in April, 2 in May, 5 in June, 1 in October, 7 in November and 2 in December. This service has been satisfactorily rendered.

The dwelling house at the Queen's wharf has been put into good shape. The boat-house has been removed, and the lighthouses have been furnished with new and up-to-date burners and lenses. Some slight repairs were done to the west end of the dock, and this portion of the wharf is in good repair and affords a neat and pleasing spectacle to the visitor. Some of the timbers at the east end of the dock are falling into decay and will need renewing ere long.

The lamps were lighted for the first time for the season on the evening of the 8th April, and were discontinued on the 14th December.

The following disasters have attended the Toronto fleet during the recent season:—The "W. Y. Emory" twice got out of her course and grounded on the sand bar opposite Ashbridge Bay. The propeller "Shickluna" collided with the SS. "Tecumseh" on the 29th May off Long Point in Lake Erie, and sank in deep water, being a total loss. The schooner "Augusta," loaded with coal, struck some obstruction outside the harbour limits on the 20th October, causing a slight damage, which was repaired in dry dock. The S.S. "Rosedale" took the bottom on a bar near the Charity Shoal on the 5th December, and was abandoned by the owners. The underwriters had her hauled off with difficulty, and she is now in the Kingston harbour. The stone hooker "Zebra," being in a shaky condition, foundered during an autumn gale off Victoria Park. In no case was there any loss of life.

I am, gentlemen,
Your obedient servant,

COLIN W. POSTLETHWAITE.
Harbour Master.

TORONTO HARBOUR WORKS.

TORONTO, 6th January, 1898.

SIR,—I have the honour to report that after due advertisement, tenders wer ceived for the dredging required in the harbour during the last season, the lo being that of Messrs. McNamee & Simpson, at the following prices:—

On range course and north side of western channel, dumped at water w 6 cents per cubic yard, in deep water, 12 cents; at wharfs and slips dumpe deep water, 11 cents per cubic yard.

The quantities dredged were as follows:—

	Cubic Yards.
On range course and north side of western channel, dumped at water works, at 6c. per cubic yard.....	7,906
On range course and north side of western channel, dumped in deep water, at 12c. per cubic yard.....	30,100
Elias Rogers & Co.'s Wharf, at 11c. per cubic yard.....	13,315
Yonge St. Wharf, west side, at 11c. per cubic yard.....	558
Grand Trunk Elevator No. 2, at 11c. per cubic yard....	1,234
Medler & Arnot's Wharf, at 11c. per cubic yard.....	880
Adamson's Wharf, at 11c. per cubic yard.....	3,750
Dickson & Eddy's Wharf, at 11c. per cubic yard.....	449
Polson & Co.'s Wharf, at 11c. per cubic yard..... ...	4,479
Princess St. Wharf (26 yards dumped at water works), at 11c. per cubic yard.....	4,932
Total.....	67,603

Several large boulders were also removed from the range course. The amount paid to the contractor was $7,805.32, including $645.61 which shou paid by the City Council for dredging caused by deposits from the Yonge Bathurst Street sewers.

As the water level of Lake Ontario is still low, the dredging at the we channel and range course, which was not completed last year, should be conti during the ensuing season.

The repairs to the light-keeper's house and Queen's wharf, including the b ing of a new boat-house, were completed last season.

I remain,

Your obedient servant,

KIVAS TULLY
Eng

A. B. LEE, Esq.,
Chairman, Toronto Harbour Commissioners.

SECRETARY of the Toronto Harbour Trust in account with the Commissioners for the year ended 31st December, 1897.

DR. GENERAL BALANCE SHEET. CR.

	$ cts.		$ cts.
Wharf property	43,073 72	Debentures (not matured)	15,000 00
Elevator	10,250 00	Profit and loss	39,447 63
Office furniture	591 91		
Cash in bank	517 09		
Cash in till	14 91		
	54,447 63		54,447 63

We have examined the books and vouchers and have compared the Balance Sheet, as above, with the said books, &c., and we certify the same to be correct, and to represent a true statement of the affairs of the Trust at this date, the 31st December, 1897.

W. R. HARRIS,
S. BRUCE HARMAN,
Auditors.

ARTHUR B. LEE, *Chairman.*
J. J. GRAHAM,
F. S. SPENCE,
W. A. GEDDES,
WM. GALBRAITH,
Commissioners.

COLIN W. POSTLETHWAITE,
Harbour Master and Secretary.

Toronto, January 4th, 1898.

RECEIPTS and Expenditure of the Toronto Harbour Trust for the year 1897.

RECEIPTS.	$ cts.	EXPENDITURE.	$ cts.
Cash in bank	5,425 11	Charges	286 50
Cash on hand	7 23	Premium and interest	875 00
City corporation water works	66 67	Lights, buoys and beacons	179 08
Canadian Pacific Railway Co	5,000 00	Insurance	101 40
Interest on deposit	79 10	Salaries	1,770 00
Harbour dues	8,883 79	General repairs	288 80
Sale of old material	4 00	Special repairs to Q. wharf house	1,099 36
		Printing and stationery	45 86
		Office expenses and rent	777 15
		Dredging	8,479 56
		Interest on overdraft	30 20
		Tools	25 39
		Engineer's fees	45 00
		Solicitor's fees	20 00
		Bonds matured	5,000 00
		Office furniture	10 60
		Cash in bank	517 09
		Cash on hand	14 91
	19,465 90		19,465 90

Audited and found correct,

W. R. HARRIS,
S. BRUCE HARMAN,
Auditors.

TORONTO, 4th January, 1898.

DR. PROFIT AND LOSS. CR.

	$ cts.		$ cts.
Charges	286 50	Balance per ledger	39,337 [illegible]
Premium and interest	875 00	Harbour dues	8,883 [illegible]
Lights, buoys and beacons	108 41	Interest on deposits	79[illegible]
Insurance	101 40	Canadian Pacific Railway Co	5,000 [illegible]
Salaries	1,770 00		
General repairs	188 80		
Special repairs	1,099 36		
Printing and stationery	45 86		
Office expenses and rent	777 15		
Dredging	8,479 56		
Interest on overdraft	30 20		
Tools	25 39		
Engineer's fees	45 00		
Solicitor's fees	20 00		
Balance to Cr. of Profit and Loss	39,447 63		
	53,300 26		53,300 26

Audited and found correct,

W. R. HARRIS,
S. BRUCE HARMAN,
Auditors.

TORONTO, 4th January, 1898.

STATEMENT OF ACCOUNTS IN DETAIL.

1897.		$ cts.	$ cts.
	FURNITURE ACCOUNT.		
Jan. 1	Amount per ledger folio 464	581 31	
Feb. 18	1 Chart case for 4 maps	10 60	
			591 91
	PROPERTY ACCOUNT.		
Jan. 1	Amount per ledger folio 408	....	43,073 72
	ELEVATOR ACCOUNT.		
Jan. 1	Amount per ledger folio 408	....	10,250 00
	GENERAL REPAIR ACCOUNT.		
Jan. 1 / Feb. 7	Repairs to Queen's wharf	161 30	
Mar. 23	do lighthouses	5 00	
May 27	New flag pole	15 00	
Aug. 10	3 Signboards for breakwater	7 50	
			188 80
	SPECIAL REPAIR ACCOUNT.		
	Rebuilding house at Queen's wharf	.....	1,099 36
	CHARGES ACCOUNT.		
	Commissioners' and Auditors' fees for 1896	.....	286 50
	LIGHTS, BUOYS AND BEACONS.		
April —	Repairing and painting buoys	46 52	
April-Dec	Placing out and taking up buoys	47 00	
May 3	Notice to mariners and posting	9 60	
do 21	New lights and burners for lighthouses	28 00	
Dec. —	Gas account for season	43 56	
	Sounding in channels	2 40	
May 20	Removing logs	2 00	
		179 08	

STATEMENT OF ACCOUNTS IN DETAIL—*Concluded.*

			$ cts.	$ cts.
		Credit Account.		
June 13....	Amount paid by city, per agreement	$ 66 67		
May 12....	Sale of old material	4 00		
			70 67	
		INSURANCE ACCOUNT.		108 41
Jan. 20 ...	Premium on elevator and lighthouses, &c			101 40
		SALARIES.		
Dec. 31....	C. W. Postlethwaite, harbour master		1,020 00	
	Capt. William Hall, deputy harbour master		600 00	
	Captain Archibald Taylor, balance of bonus		150 00	
				1,770 00
		PRINTING AND STATIONERY.		
Jan. 18....	Arcade Printing Co., annual statement		18 50	
	do 1000 manifests		3 50	
April 9....	Brown Bros., letter paper		2 25	
do 10....	Grand & Toy, ream foolscap		3 50	
Oct. 1....	Arcade Printing Co., bill heads		1 00	
do 12....	Davies & Co., box steel pens		1 50	
Dec. 31....	Petty cash, postage, &c		15 61	
				45 86
		DREDGING ACCOUNT.		
	McNamee & Simpson, per contract		7,805 32	
	Kivas Tully, engineer's fees		390 24	
	Wm. Hamilton, check clerk		242 00	
	Advertising for tenders		32 00	
	Cost of drawing contract		10 00	
				8,479 56
		OFFICE EXPENSES.		
Jan. 25....	City directory		5 00	
do 25....	Diaries, head office and Queen's wharf		2 50	
Feb. 4 ...	Repairing book-case		2 00	
Mar. 1....	Mounting charts		1 50	
do 13 ...	1 guard book for vouchers		0 75	
April 7....	1 map stand		1 75	
Oct. —....	Subscription to "Globe"		5 00	
June 1....	Water rate at Queen's wharf		5 60	
July 5....	J. E. Ellis & Co., repairing office clock		2 25	
Sept. 22.. .	Brown Bros., letter copy book		2 80	
Oct. —...	Telephones, head office and Queen's wharf		90 00	
Nov. —....	Rent of offices for 1 year		650 00	
Dec. —....	Petty cash disbursements		8 00	
				777 15
		ENGINEER'S FEES.		
Jan. 12....	Report on dredging required for season		30 00	
June 18....	Superintending rebuilding at Queen's wharf		15 00	
				45 00
		SOLICITOR'S FEES.		
Feb. 19....	Professional advice *re* pending suit			20 00
		DEBENTURE ACCOUNT.		
July 1....	Taking up 5 Commissioners' bonds			5,000 00
		PREMIUM AND INTEREST ACCOUNT.		
July 2....	To half-year's interest on 20 bonds		500 00	
Dec. 31....	do do 15 do		375 00	
				875 00
		INTEREST ACCOUNT.		
June 20....	By interest on deposit at bank		68 40	
Nov. 30....	do do		10 70	
			79 10	
		Debit Account.		
July to Oct.	To interest on overdraft at bank		30 20	
				48 90

COMPARATIVE STATEMENT—Goods arrived per steamer and vessel for the years 1896 and 1897.

Description of Goods.	1896.	1897.	Description of Goods.	1896.	1897.
General merchandise...tons.	13,768¾	14,198½	Fruit.... .... .bags.	313	15
Coal..... do	153,094	128,217	Fire bricks.....	47,000	23,400
Lake stone..... .... toise.	1,565½	1,847½	Common bricks.....	237,000	150,000
Building stone..... . tons.	6	.....	Lumber.....	1,005,000	255,000
Moulding sand..... . do	... .	349	Grain.....	121,800	100,040
Fruit..... barrels.	4,979	2,658	Sheep and hogs...	... .	27
do . .....boxes.	7,807	12,908	Horses, cattle and vehicles.	176	176
do . .....baskets.	239,086	555,088			

COLIN W. POSTLETHWAITE,
Harbour Master.

TORONTO, 1st January, 1898.

APPENDIX No. 4.

REPORT OF THE QUEBEC HARBOUR COMMISSIONERS FOR THE YEAR ENDED 31ST DECEMBER, 1897.

(Under 38 Victoria, Chapter 55, Section 14.)

QUEBEC, 3rd January, 1898.

To the Honourable Sir L. H. DAVIES, M.P.,
Minister of Marine and Fisheries, &c.,
Ottawa.

SIR,—In compliance with the requirements of the 38th Victoria, chapter 55, section 14, I have the honour to report as follows on the doings of the Quebec Harbour Commissioners for the year 1897.

CHIEF ENGINEER'S REPORT.

The annexed report (marked A) from the chief engineer, Mr. St. George Boswell, conveys all the usual information in relation to the harbour works, and the various additions and repairs made to them, and to the other properties of the Commissioners during the year.

WHARFINGER'S REPORT.

The annexed report (marked B) from the wharfinger, Mr. Jas. F. Golden, gives all the usual information regarding the number of vessels using the Louise docks, cargoes loaded and discharged, passengers landed at Immigration Department, and the surface traffic over this portion of the Commissioners' property during the year 1897.

HARBOUR MASTER'S REPORT.

The report (marked C) from the harbour master, Mr. James C. Sullivan, gives information regarding the opening and closing of navigation, formation of ice, disposal of ballast, &c. The Commissioners are pleased to have again to record that during the past season no ballast has been allowed to be dumped into the harbour, all of it having been utilized in the Commissioners' properties.

PREMISES LEASED.

The only change of any importance that has taken place in the premises leased by the Commissioners is, that as it was found a hindrance and injurious to the passenger and steamship traffic of the docks to have a large coal depot occupying one-half of breakwater at which all the ocean mail and immigrant steamers touch to land their inward cargoes and passengers, it was decided not to renew the lease of Messrs. Geo. M. Webster Company who were using it for the purpose mentioned, but they were allotted two hundred and fifty feet of the quay frontage at the western extremity of the inner basin that equally suits their purpose.

Store No. 11 on Dalhousie Street, formerly occupied by Mr. Wm. Carrier, has been leased to Mr. Geo. Tanguay

ELECTION BY THE SHIPPING INTEREST.

At the meeting of the Commissioners held on the 11th January, a certificate was received from the shipping interest informing that the Honourable John Sharples, M.L.C., had been elected as their representative on the Commission in the place of and to complete the unexpired term of the late Mr. William Rae.

ACTING CHAIRMAN.

During the absence in Europe of the Chairman (Mr. J. B. Laliberté) Mr. Narc. Rioux was the presiding officer, having been unanimously elected by the board as acting chairman.

VISIT FROM THE HONOURABLE THE MINISTER OF PUBLIC WORKS.

On the 27th of July the Honourable the Minister of Public Works with his chief engineer, Mr. Louis Coste, and accompanied by the chairman and a large delegation of the Quebec Harbour Commissioners, visited and made a thorough inspection of the Louise docks, breakwater and Point-à-Carcy wharf, when the opportunity was taken to bring before and impress on the Honourable the Minister the further requirements needed to complete those works. The party then proceeded to Point Lévis to inspect the graving dock, and it was then strongly pressed upon the Minister the urgency of increased docking accommodation being given, and the necessity of the south shore having better wharfage accommodation so as to meet the requirements of its large and increasing deal trade.

REVISION AND CODIFICATION OF LAWS AND BY-LAWS.

The laws and by-laws of the Commissioners now in force having through lapse of time, change of trade and repeated amendments become obscure and insufficient for the purposes for which they were framed, it has been decided to revise and consolidate them, retaining what is useful and repealing those provisions that have become obsolete and embodying the whole in one Act that will be known as "The Quebec Harbour Commissioners Act." This work of revision and codification is now considerably advanced, and it is hoped that it will be ready in time to be put through during the next session of Parliament.

REPAIRS TO PROPERTIES.

Careful attention has been given to the work of repairing, maintaining and bringing up the various properties of the Commissioners to a first-class condition. This year the expenditure for this purpose has been higher than usual, as quite extensive repairs were made to some of the wharfs and stores. The details of this expenditure are as follows:—

Point-à-Carcy wharf	$5,078 33
East India wharf	1,091 93
Grand Trunk wharf	548 72
Wellington wharf	289 91
Atkinson's wharf	296 31
Reynar's wharf	466 02
	$7,771 22

Explanations as to the nature of those repairs will be found in the chief engineer's report.

POINT-A-CARCY EXTENSION.

This extension is now finished, the fenders and chocks having been fitted to the crib-work and the work of filling completed. The total expenditure to the 1st of January, 1898, has been $86,275.36.

REVENUE AND EXPENDITURE.

The Commissioners' revenue for 1897 was seventy-five thousand two hundred and eighty-one dollars and nine cents ($75,281.09)—an increase over that of 1896 of $5,146.05—and the working expenses forty-three thousand and sixty eight dollars and ninety-five cents ,$43,068.95), thus leaving a surplus of thirty-two thousand two hundred and twelve dollars and fourteen cents ($32,212.14) on the year's operations.

Included in this surplus of $32,212.14 is the charge of thirteen thousand eight hundred and forty-five dollars and forty-eight cents ($13,845.48) for rent of ground occupied by the immigrant buildings.

CAPITAL ACCOUNT.

The following has been the expenditure on capital account:—

Breakwater wharf	$ 47 25
Harbour improvements	713 28
Hopper barge	478 00
Point-à-Carcy deepening	3,125 59
Steam crane dredger	4,297 10
	$8,661 22

ICE CUTTING.

Forty-three thousand and forty (43,040) blocks of ice, all for local use, have been cut during the winter of 1896-97, a decrease of nine thousand two hundred and sixty-one (9,261) blocks, as compared with the cut of the previous year.

To this report are annexed the various statements conveying the information yearly forwarded to your department in connection with the harbour, as also a complete statement of Commissioners' accounts for the year.

I have the honour to be, sir,
Your most obedient servant,

JAS. WOODS,
Secretary-Treasurer.

A.

HARBOUR ENGINEER'S OFFICE,
QUEBEC, 3rd January, 1898.

JAMES WOODS, Esq.,
Secretary-Treasurer, Harbour Commission.

SIR,—I have the honour to submit herewith the following with reference to the various works executed during the working season of 1897.

PRINCESS LOUISE DOCKS.

The quay wall, forming the southern side of the tidal harbour, is now completed. The balance of the fenders and chocks having been fitted to the crib-work

during the past season, and the filling of the space between the new crib-work and the old Point-à-Carcy wharf brought up to coping level and trimmed off, five thousand tons of materials taken from ships' ballast having been used for this purpose, a coal platform three hundred by fifty (300 x 50) feet has been laid down on the area obtained by filling the space between the new crib-work and the Point-à-Carcy wharf.

Soundings were taken during the winter of 1896-97, extending over one hundred feet out from the faces of the quay walls in the tidal harbour and wet docks, and a new plan showing the depths of water prepared.

Five cast-iron mooring posts were substituted for the remaining wooden posts in the quay wall of the tidal harbour; also three cast-iron mooring posts were placed in advantageous positions on the breakwater. A number of the wooden mooring posts along the northern crib-work have been renewed during the past season.

The repairs to the railway tracks consisted in repacking the railway cross-ties throughout the entire length of railway lines, replacing 700 defective ties and renewing a number of the rails.

Four new chain ladders were placed on the breakwater and the planking of the wharf in front of the old immigration building renewed and the space beneath it filled with ships' ballast, four hundred and fifty tons of ships' ballast having been used for this purpose and for levelling off portions of the Louise Embankment. The cross-wall freight sheds were put into good order and painted, as were also the cross-wall engine house, bridge and entrance gates, and the planked roadway between the bridge tracks renewed. The valves for regulating the depth of water in the inner basin have been repaired and are now in good order. The grab dredge worked in the tidal basin from 16th August to 8th November, and removed during that time 10,000 cubic yards of materials, chiefly consisting of silt.

POINT-A-CARCY WHARF.

The northern face of this wharf, contiguous to the Q. H. C. Store No. 1, for a length of 150 feet has been taken down and rebuilt, and a considerable quantity of ships' ballast used for levelling the surface of the wharf at its eastern end.

The faces of the Point-à-Carcy and other wharfs inclosing the Commissioners' pond, have been replanked and the fenders when defective renewed.

EAST INDIA WHARF.

The foundation sill along the south side of the Q. H. C. Store No. 6 was renewed, as were also the frame posts up to the first flat; the sill supporting the middle set of posts was levelled and in places renewed, and the posts on ground flat replaced by larger ones. All the broken joists were replaced and the store generally strengthened. The surface of the wharf, between the stores Nos. 5 and 6, has been raised up to the same level as the front portion of the wharf, filled in and planked. A new foundation has also been placed under the weigh-house on this wharf and the scale put into good order.

A part of the foundation sill and a number of the posts and joists in the store No. 4 were renewed, and the south and west sides of the roof covered with galvanized iron.

GRAND TRUNK AND WELLINGTON WHARFS.

The surface area in front of the freight shed on Wellington wharf has been macadamized, and the wharf surface between the shed and the river planked. The

roadway leading to the Grand Trunk wharf has also been macadamized, and the part of the wharf at the head of the slip filled in and planked. A number of the fenders on the faces of both wharfs have been renewed and the property generally put into good order.

ATKINSON'S WHARF.

The defective fenders on this wharf were replaced and a new sidewalk laid down in Dalhousie street, along the Atkinson and Marmette wharf frontages.

REYNAR'S WHARF.

The foundation to the weigh-house on this wharf has been repaired and the building sheeted with Canada plate. A new planked approach to the wharf has been constructed, the coal sheds repaired, and a sidewalk laid down along the Champlain street frontage. The face of the wharf has also been put into good condition.

The Commissioners buildings, when required, have been painted, including the offices in the building No. 4, occupied by Messrs. Verret, Stewart & Company.

The offices occupied by the Commissioners have been remodelled and modernized, painted and papered throughout, and much needed fire-proof vaults and other requirements provided.

The cross-wall draw bridge was operated for the first time on 14th April.

The entrance gates were shut for the first time on 10th May, and remained in operation until 21st November.

The draw bridge was operated for the last time on 1st December, on which date the inner basin was frozen over.

The entrance gates were not opened for the morning tide of 21st August, the evening tide of 23rd August, and the morning tide of 18th October, the tide on the above dates not having risen sufficiently high for the purpose.

I have the honour to be, sir,
Your obedient servant,

ST. GEORGE BOSWELL,
Chief Engineer.

B.

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, 3rd January, 1898.

JAMES WOODS, Esq.,
Secretary-Treasurer, Harbour Commission,
Quebec.

SIR,—I have the honour to submit the following with reference to the traffic of the Louise docks and wharfs.

During the past season fifty-one (51) ocean mail steamships, of one hundred and fifty-two thousand four hundred and eighty-one (152,481) tons register, used the docks for landing immigrants, baggage, &c., and four thousand three hundred and ninety-seven (4,397) tons of Quebec and western freight.

Twenty-seven (27) steamships, of eighty-two thousand one hundred and eight (82,108) tons register, lightered one thousand two hundred and one (1,201) tons of Quebec freight and landed their immigrants.

Twenty-three (23) ocean steamships, of fifty-one thousand eight hundred and nine (51,809) tons register, landed fifteen thousand five hundred and sixty (15,560) tons of freight.

Twenty-three (23) steamships, of twenty-five thousand four hundred and ten (25,410) tons register, have used the docks, discharging their full cargoes of forty-four thousand seven hundred and twelve (44,712) tons coal.

Eight (8) sailing ships, of six thousand six hundred and sixty-four (6,664) tons register, have used the docks, discharging their full cargoes of six thousand six hundred and twenty-four (6,624) tons coal, and forty-four (44) barges and schooners of four thousand eight hundred and sixty-nine (4,869) tons register, discharged six thousand nine hundred and fifty-three (6,953) tons coal.

Eight (8) sailing vessels, of one thousand seven hundred and eighty-six (1,786) tons register, landed one thousand nine hundred and sixty-seven (1,967) tons of molasses.

Three (3) sailing vessels, of two thousand and one (2,001) tons register, landed one thousand eight hundred (1,800) tons of salt.

Sixteen (16) gulf port steamships, of one thousand five hundred and sixty-eight (1,568) tons register, landed two hundred and ninety-four (294) tons goods.

Eighteen (18) sailing ships, of sixteen thousand four hundred and eighty-eight (16,488) tons register, have used the docks, loading full cargoes of timber, deals, &c.

Thirteen (13) steamships, of twenty-three thousand and sixty-six (23,066) tons register, have used the docks, loading full cargoes of timber, deals, &c.

Forty-three (43) steamships, of one hundred and four thousand one hundred and forty-four (104,144) tons register, have used the docks, loading part cargoes of timber, deals, &c.

Five (5) steamships, of fourteen thousand and thirty-four (14,034) tons register, have used the docks, loading two thousand two hundred and forty-two (2,242) head of cattle, completing cargoes with deals, &c.

Sixteen (16) Gulf port steamships, of one thousand five hundred and sixty-eight (1,568) tons register, also used the docks, loading five hundred and twenty-eight (528) tons of outward freight.

The surface traffic has required the employment of four thousand and thirteen (4,013) railway cars.

IMMIGRATION TRAFFIC.

During the past season the different ocean mail steamships landed seven thousand six hundred and fifty-four (7,654) steerage passengers at the immigration station, Louise docks, who were forwarded to their future homes by the Canadian Pacific Railway Company.

No record has been kept of cabin passengers.

The following vessels who had suffered accidents on their outward trips were accommodated in the Louise basin, where they in some cases, having discharged the whole or a portion of their cargoes, and after repairs were made, re-loaded and proceeded to sea:—

SS. "Arcadia," SS. "Strathgarry," SS. "Derwent Holme," SS. "Simonside," SS. "Eveline," SS. "Arabia."

The SS. "Turret Cape," having grounded on St Vallier's shoal, after being floated, was towed into Louise basin and discharged the larger portion of her cargo; she was afterwards placed in the graving dock, Lévis, where she now lies.

The freight sheds on the cross-wall are utilized during the winter months for storing grain, salt, &c., which the owners are obliged to remove before the opening of navigation.

The docks are used, from the 20th of November, for wintering a large number of vessels of various tonnages, where they find safe quarters to the opening of navigation.

I have the honour to be, sir,
Your most obedient servant,

JAS. F. GOLDEN,
Wharfinger.

C.

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, 6th January, 1898.

JAMES WOODS, Esq.,
Secretary-Treasurer, Harbour Commission,
Quebec.

SIR,—I beg to report that during the past season twenty (20) sailing vessels discharged five thousand eight hundred and ninety-five (5,895) tons of ballast into the Commissioners' properties subdivided as follows :—

	Tons.
Point-à-Carcy wharf	5,115
Breakwater wharf	630
Inside basin	150
	5,895

The cost of obtaining this ballast has been four hundred and thirty-nine dollars and ten cents ($439.10), or say an average of seven and one-half (7½) cents per ton. There has been a decrease of nine (9) ballast vessels, and two thousand seven hundred and forty-one (2,741) tons of ballast this year as compared with that of 1896.

Four hundred copies of harbour rules and regulations have been distributed to vessels entering the harbour during the season of navigation and the carrying of them out carefully attended to, one action having been taken for an infringement of the by-law concerning the clear water space.

Notices have been posted up in suitable localities warning parties from discharging rubbish of any kind into the harbour, and every possible precaution is being taken to prevent any violation of this regulation of the Commissioners.

In addition to the routine work of the office one hundred and ninety-seven (197) steamers and thirty-six (36) sailing vessels have been berthed in the Louise docks.

The following is a memorandum regarding the opening and closing of navigation and the formation of the ice in the harbour of Quebec for the year 1897.

On the 7th April three (3) schooners arrived from the lower parishes loaded with firewood.

The ice in the tidal basin and wet dock broke upon the 20th April, five (5) days earlier than last year.

The River St. Charles cleared on the 24th April, as also the Orleans ice bridge.

The Cape Rouge ice passed down on the 16th April.

The lake ice passed down on the 21st of April, the SS. "Polino" passing up to Montreal on the same day.

The steamer "Montreal," of the Richelieu and Ontario Navigation Company, arrived on the 25th April, five days earlier than last year.

The SS. "Montezuma" was the first ocean steamer to arrive from sea, on the 29th April; the first sailing vessel to arrive from sea to this port was the ship "Hoveding" on the 22nd May.

The last ocean mail steamer to leave port was the SS. "State of California," on the 22nd of November.

The last freight steamer was the SS. "Loango" on the 27th November.

The last sailing vessel to leave port was the bk. "Stratford," which left on the 17th November.

The Louise basins were frozen over on the 17th December, and the St. Charles on the 22nd December, and the bridge to the Island of Orleans on the 5th January.

I remain, sir,
Your obedient servant,

JAS. C. SULLIVAN,
Harbour Master.

STATEMENT showing the Movement of the Coasting Trade of the Harbour for the Season of Navigation of 1897 (as reported at this office).

Cargoes by schooners	460
do bateaux	492
do barges	74
do steamboats	314
Tonnage	390,347
Crews, men	17,770
Passengers	99,377

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, 31st December, 1897.

QUEBEC HARBOUR COMMISSION.

COMPARATIVE STATEMENT of the Revenue of the Commissioners for the years 1896-97.

——	1896.	1897.	Difference in 1897.	
	$ cts.	$ cts.	$ cts.	
Tonnage dues	12,558 17	14,352 87	1,794 70	Increase.
Import do	3,547 43	3,246 78	300 65	Decrease.
Export do	4.515 70	5,631 69	1,115 99	Increase.
Harbour do	2,392 10	2,406 17	14 07	do
Property receipts	45,347 73	47,789 22	2,441 49	do
Interest	360 33	450 21	89 88	do
Beach and deep water lots	1,406 11	1,397 90	8 21	Decrease.
Sundries	7 47	6 25	1 22	do
	$70,135 04	$75,281 09	$5,146 05	Increase.

REVENUE AND EXPENDIURE.

DR. 1897.		$ cts.	CR. 1897.		$ cts.
Dec. 31	To Tonnage dues	14,352 87	Dec. 31	By Office salaries	8,249 80
	Import do	3,246 78		Reporters' salaries	396 50
	Export do	5,631 69		Legal expenditure	925 83
	Harbour do	2,406 17		Notarial expenditure	141 80
	Property receipts	47,789 22		Property do	25,975 53
	Beach and deep water lots	1,397 90		Commissioners' attendance	2,075 00
	Interest	450 21		Range lights	80 00
	Sundries	6 25		Reports and annexures for 1896	416 00
				Auditors for 1896	200 00
				Painting and papering offices	554 44
				Plastering offices	213 65
				Building vault	372 00
				Plumbing	129 70
				Repairing roof	71 34
				Furnishing	442 11
				Office telephones	60 50
				Covering awnings	33 00
				Bell Telephone Company	125 00
				Removing snow	75 00
				Lumber, general use	60 00
				Hardware, do	183 70
				T. Gendreau, "St. Thomas," reporting ballast vessels	50 00
				Harbour master's service, in Quebec	180 50
				Sundries	2,057 55
				Surplus over the working expenses	32,212 14
		$75,281 09			$75,281 09

MEMO.—Included in this surplus of $32,212.14 is the unsettled annual charge of $13,845.48 against the Department of the Interior for the rent of the ground occupied by the immigration buildings.

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, 3rd January, 1898.

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, 27th January, 1898.

To the Chairman and Commissioners,
Quebec Harbour Commission.

GENTLEMEN,—We beg respectfully to report that we have audited the books and vouchers of the Commission for the year 1897, and we are pleased to state that we have found everything in order.

We have to thank the secretary for having given us all the facilities possible.

We have the honour to be, gentlemen,
Your obedient servants,

A. J. MESSERVEY,
NAP. MATTE,
Auditors.

STATEMENT of Assets and Liabilities, as per Balance Sheet.

1897.	ASSETS.	$ cts.	$ cts.
Dec. 31.	Real estate—		
	Breakwater wharf	225,563 08	
	Point-à-Carcy wharf	288,907 40	
	East India do	48,552 99	
	Grand Trunk do	15,740 32	
	Wellington do	86,541 85	
	Atkinson's do	51,103 20	
	Reynar's do	9,918 29	726,327 13
	Harbour Improvements—		
	River St. Charles	....	3,116,918 15
	Point-à-Carcy wharf—		
	Deepening inside face	. .....	86,275 36
	Cash—		
	On hand	748 98	
	On deposit	25,527 08	
			26,276 06
	In re beach and deep water lots—		
	Capital at debit "sundries"	36,690 27	
	Arrears of interest to 24th June	5,748 08	
	do 24th December	984 24	
			43,422 59
	Rents, wharfage, &c.—		
	Due by sundries "per balance sheet"	8,013 88	
	Rentals for November and December	1,924 93	
			9,938 81
	Dominion Government for unsettled claims	.. ..	167,801 59
	Hopper barge and dredger	... .	9,955 68
	Jackscrews on hand	.. ..	394 87
	Anchors do	.. ..	264 38
	Tools do	.....	2,418 30
	Bills receivable	....	514 55
	Office furniture	.. ..	3,591 97
			4,194,099 44

1897.	LIABILITIES.	$ cts.	$ cts.
Dec. 31.	Quebec Harbour debentures	3,612,802 42	
	Receiver General	43,380 00	
	Outstanding accounts	576 16	
			3,656,758 58
	Surplus, composed as follows—		
	Beach and deep water lots	56,539 64	
	Profit and loss	480,801 22	
			537,340 86
			4,194,099 44

JAS. WOODS, *Secretary-Treasurer.*

We hereby certify that we have examined the books and statement of assets and liabilities of the Quebec Harbour Commission for the year 1897, and that we have found the same in all particulars the true position of the Trust at that date.

A. J. MESSERVEY, } *Auditors.*
NAP. MATTE,

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, 27th January, 1898.

hairman and Commissioners,
Quebec Harbour Commission.

TLEMEN,—We beg respectfully to report that we have audited the books
:hers of the Commission for the year 1897, and we are pleased to state
ıave found everything in order.
have to thank the secretary for having given us all the facilities possible.

We have the honour to be, gentlemen,
Your obedient servants,

A. J. MESSERVEY,
NAP. MATTE,
Auditors.

APPENDIX No. 5.

REPORT OF THE HARBOUR COMMISSIONERS OF BELLEVILLE FOR THE YEAR ENDED 31ST DECEMBER, 1897.

BELLEVILLE, 12th January, 1898.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—The Harbour Commissioners of the city of Belleville beg to submit herewith a statement of the receipts and expenditures in connection with the harbour for the year ending 31st December, 1897.

The report of the harbour master for the year is also inclosed.

The amount expended for harbour improvement was for work done on the west bank of the river in connection with the river wall and embankment. The work was of a very substantial and permanent character, and included the removal of 860 cubic yards of old dock, some 200 cubic yards of boulders, the blasting and removing of 377 cubic yards of rock from the river bed, excavating for and building of 404 lineal feet of new wall. The wall is finished with a very heavy coping of a minimum thickness of 12 inches, and a minimum width of three feet.

There is now 700 feet of completed wall along the west bank of the river, which will no doubt prevent the overflowing of the river and the flooding of that part of the city, by confining the river within its banks.

I have the honour to be, sir,
Your obedient servant,

GEO. WALLBRIDGE,
Chairman, Board of Harbour Commissioners City of Belleville.

Dominion of Canada,
Province of Ontario,
County of Hastings,
To Wit

IN the matter of the Report of the Harbour Commissioners of the city of Belleville for the year ending 31st December, 1897.

I, George Wallbridge, of the city of Belleville, in the county of Hastings, merchant, do solemnly declare that :

1. I am chairman of the Harbour Commissioners of Belleville.

2. That annexed hereto is a statement of the receipts and expenditures of the Harbour Commissioners of Belleville for the year ending 31st December, 1897.

3. That the said statement is true and correct as therein set forth.

4. That nothing is wilfully omitted therefrom which should be stated therein, or improperly inserted therein, to the best of my knowledge, information or belief.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of "The Canada Evidence Act, 1893."

GEO. WALLBRIDGE.

Declared before me at the city of Belleville,
in the county of Hastings, this 12th day
of January, A.D. 1898.

GEO. DENMARK,
A Commissioner, &c.

Dr. **Cr.**

Receipts.	$ cts.	$ cts.	*Expenditure.*		$ cts.	$ cts.
Harbour dues collected for the year, as per harbour master's report	2,240 10		Piers—Repairing and replacing		124 45	
Rent of small house on river bank	30 00	2,270 10	Buoys—Placing, removing and painting		13 49	
			Booms—Swinging and removing		100 00	
			Harbour improvement—			
			Construction of wall and embankment on west side of river		1,257 35	
			Salaries—			
			Harbour master	$600 00		
			Tally clerk	54 00		
					654 00	
			Office expenses—			
			Rents	$18 00		
			Postage and stationery	6 25		
			Fuel	4 15		
					28 40	
						2,177 69
Balance on hand Jan. 1st, 1897		2,005 96	Balance on hand and in bank			2,098 37
		4,276 06				4,276 06

BELLEVILLE, 11th January, 1898.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—The undersigned harbour master of the city of Belleville begs to subm the following report for the year 1897.

Navigation opened in Belleville harbour on the 13th day of April and close on the 1st day of December.

Import dues on	12,347 tons coal	$1,234 70
do	261,563 feet lumber	13 08
do	111½ tons salt	11 15
do	100,000 lath	1 25
do	62 tons cement	6 20
do	323 cords wood	16 15
do	325 tons coal dust	32 50
do	226 tons potters' clay	13 56
do	5 tons charcoal	0 50
do	4,000 shingles	0 10
do	1,026 tons mdse	102 60
		$1,431 79

Export dues on	logs and timber	$656 46
do	253,000 feet lumber	12 65
do	6,000 shingles	1 80
do	31½ tons coal oil	3 15
do	29,500 bushels rye	36 84
do	23,093 bushels pease	28 79
do	8,412 bushels oats	10 52
do	581 tons mdse	58 10
		$808 31

Dues collected during the season are as follows:—

Total amount derived from imports	$1,431 79
Total amount derived from exports	808 31
	$2,240 10

The amount of dues from imports show a slight increase over last year.

The dues from exports are less than last year owing to a smaller number logs and timber having been brought down the river Moira than in former year

Owing to the water being higher, less trouble was experienced this season i reaching this port, but a good deal of dredging is required to be done to improv the harbour.

All of which is respectfully submitted.

I have the honour to be, sir,
Your obedient servant,

D. COLLINS,
Harbour Master.

Dominion of Canada,
Province of Ontario,
County of Hastings,
To Wit:

IN the matter of the Report of the Harbour Master of the city of Belleville for the year ending 31st December, 1897.

I, Daniel Collins, of the city of Belleville, in the county of Hastings, harbour master, do solemnly declare that:

I am harbour master at the city of Belleville.

That my report hereunto annexed contains a true, correct and full statement of the revenue from the harbour at the city of Belleville for the year ending on the 31st day of December, 1897.

That the said report is in all other respects true and correct to the best of my knowledge, information and belief.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of "The Canada Evidence Act, 1893."

D. COLLINS,
Harbour Master.

Declared before me at the city of Belleville, in the county of Hastings, this 12th day of January, A.D. 1898.

GEO. DENMARK,
A Commissioner, &c.

APPENDIX No. 6.

REPORT OF THE HARBOUR COMMISSIONERS OF THREE RIVERS FOR THE YEAR ENDED 31ST DECEMBER, 1897.

THREE RIVERS, QUE., 15th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by the direction of the Harbour Commissioners of Three Rivers, to forward herewith for the information of the Honourable the Minister of Marine, statements of receipts and disbursements of the commission for the year ended 31st December, 1897. Also a statement of navigation of the port during the same year.

I have the honour to be, sir,
Yours very respectfully,

GEORGE BALCER,
Secretary.

STATEMENT of Number and Tonnage of Sailing Vessels and Steamers entered Inward and Outward at the Port and Outport of Three Rivers for the year 1897.

OCEAN TRAFFIC.

Return of Vessels Inwards.			Return of Vessels Outwards.		
	No.	Tons.		No.	Tons.
Total arrivals	49	79,689	Total departures	49	79,689
Steamers	42	72,930	British and Canadian	44	74,425
Sailing vessels	7	6,759	Norwegian	5	5,264
	49	79,689		49	79,689

PORT OF THREE RIVERS.

Arrived.			Cleared for.		
Steamers	33	56,825	Gulf ports	2	2,364
Sailing vessels	3	3,226	Inland ports	4	2,570
			Great Britain	29	53,606
			Australia	1	1,511
	36	60,051		36	60,051

OUTPORTS—BATISCAN.

Steamers	3	4,680	Great Britain	5	6,788
Sailing vessels	2	2,108			
	5	6,788		5	6,788

LAKE ST. PETER—PIERREVILLE, LOUISEVILLE.

Steamers	6	11,425	Great Britain	7	12,562
Sailing vessels	2	1,425	France	1	288
	8	12,850		8	12,850

UNITED STATES TRAFFIC.

	Number.	Tonnage.
United States canal boats	561	52,742
Canadian barges	5	535
Total	566	53,277

INLAND TRAFFIC.

Bateaux, not registered	140	.....
Schooners	9	786
Barges	62	6,424
Steamboats and tugs	200	20,660
Total	411	27,870

STATEMENT of Number and Tonnage of Sailing Vessels and Steamers ent Inward and Outward at the Port and Outport of Three Rivers for the 1897—*Concluded.*

RECAPITULATION.

	Number.	Ton
Port of Three Rivers, sea-going vessels	36	6
Outports—Batiscan, "	5	
" Lake St. Pierre, "	8	1
American barges	566	5
Coasting traders	411	2
Total	1,026	16

Receipts and Disbursements of Harbour Commission of Three Rivers for the year 1897.

RECEIPTS.

Months.	Collections of Harbour Dues.									Proceeds From		
	Commissioner's Office.					Custom House.						
	Tonnage dues on vessels.	On Goods. Inwards.	On Goods. Outwards.	Commutation.	Rent of wharf and moorage.	Tonnage dues.	On Goods. Inwards.	On Goods. Outwards.	Moorage dues.	Sale of debentures.	Notes issued.	Other sources.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
January	13 50	7 15	37 92									
February	5 35	124 22	22 59									
March		30 35										
April												
May	11 44		0 10									
June	1 83	7 00	0 70		0 75							
July	45 07	2 99	10 00		3 00	850 00	550 00	580 00	20 00			
August	56 22	13 31	15 41		17 62							
September	135 46	90 46			20 40							
October	13 23	187 43			10 10							
November	17 69	161 44	61 46	30 00	1 20							
December	343 73	50 93	85 22	1,220 00	201 50	1,544 92	330 35	1,731 51	70 63			
	643 52	675 28	233 40	1,250 00	254 57	2,394 92	880 35	2,311 51	90 63			

RECAPITULATION.

Commissioners' Office—			
Tonnage dues	$ 643 52		
Harbour dues, inwards	675 28		
do outwards	233 40		
Commutation	1,250 00		
Rent of wharf and moorage	254 57		
		$ 3,056 77	
Custom House—			
Tonnage dues	$ 2,394 92		
Harbour dues, inwards	880 35		
do outwards	2,311 51		
Moorage dues	90 63		
		$ 5,677 41	
Total receipts			$ 8,734 18
Deposit in bank, and cash Jan. 1st, 1897			5,754 90
			$ 14,489 08

RECEIPTS and Disbursements of Harbour Commission of Three Rivers, &c.—*Concluded.*

DISBURSEMENTS.

Months.	Expenses for Administration.						Disbursements Chargeable to					
	Current expenses.	Salaries and commissions	Rent.	Printing and stationery	Travelling and other expenses.	Refunds.	Engineer's Office.	Repairs.	Construction account.	Property account.	Interest account.	Divers.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
January	40 94	123 33	...	6 00	8 50	L	4 65	27 35	...	...	1,012 50	405 00
February	15 00	123 33	100 00	22 80	...	...	...	...	...	...	...	...
March	48 80	123 33	...	...	68 70	...	2 75	31 70	102 75	...	...	...
April	18 87	123 33	...	...	10 80	...	...	36 64	275 84	...	...	...
May	29 74	123 33	...	43 85	45 70	L	2 25	27 95	...	...	...	...
June	15 55	123 33	...	...	59 35	...	...	45 57	505 36	...	...	...
July	42 58	123 33	61 00	6 00	...	...	...	39 30	662 42	...	1,012 50	202 50
August	16 54	123 33	...	...	...	33 78	...	61 25	...	...	...	...
September	20 85	123 33	36 00	...	...	2 64	...	68 26	...	...	...	...
October	31 73	123 33	...	...	...	3 15	...	91 53	...	...	...	...
November	19 10	123 33	...	...	...	7 42	...	47 70	...	...	...	...
December	61 88	293 68	...	34 37	...	...	...	113 11	...	...	...	...
	361 58	1,650 31	197 00	113 02	193 05	47 01	9 65	590 36	1,546 37	...	2,025 00	607 50

RECAPITULATION.

ADMINISTRATION—			
Current expenses	$ 361 58		
Salaries and commissions	1,650 31		
Rent	197 00		
Printing and stationery	113 02		
Travelling and other expenses	193 05		
Refunds	47 01		
		$ 2,561 97	
DISBURSEMENTS—			
Engineer's office	$ 9 65		
Repairs and general harbour works	590 36		
Construction account	1,546 37		
		2,146 38	
Interest on debentures	$ 2,025 00		
Sinking fund	607 50		
		2,632 50	
			$ 7,340 85
Deposit in bank and cash			7,148 23
			$ 14,489 08

APPENDIX No. 7.

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY FOR THE YEAR ENDED 31ST DECEMBER, 1897.

NORTH SYDNEY, C.B., 12th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—The Harbour Commissioners, port of North Sydney, beg to submit herewith a report of the shipping entering this harbour during the year ending 31st December, 1897. The present Commissioners are responsible for the figures relating to the last month only.

The coal shipments show a considerable increase over preceding years, and are as follows:—

	Tons.
Dominion Coal Company	1,111,953
General Mining Association	233,000
N. S. Min. and Trans. Company	7,500
Total	1,352,453

			Tonnage.
Number of	ocean steamers	421	448,579
do	coasting steamers	107	28,481
do	ships	2	3,011
do	barques	60	43,453
do	brigantines	29	6,475
do	schooners	952	84,355
		1,571	614,354

Number of men, 16,201.

WM. HACKETT,
Secretary, Harbour Commission.

APPENDIX No. 8.

REPORT OF THE HARBOUR COMMISSIONERS OF PICTOU FOR THE YEAR ENDED 31ST DECEMBER, 1897.

PICTOU, N.S., 18th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

DEAR SIR,—I have the honour to inclose you accounts of the Harbour Commissioners, port of Pictou, for the year ending 31st December, 1897, with a memo. of liabilities and assets.

I also inclose statement from collector of customs for this port.

Yours truly,

D. SUTHERLAND,
Secretary.

MEMORANDUM of Receipts and Disbursements on account of Harbour Dues, Port of Pictou, N.S., during the year ending 31st December, 1897.

1897.	RECEIPTS.	$ cts.	$ cts.
Jan. 1..	By Balance in Bank of Nova Scotia	66 54	
Dec. 31..	Harbour dues collected during 1897	990 18	
			1,056 72
	DISBURSEMENTS.		
Dec. 31..	Paid Harbour Master's salary for year 1897	200 00	
do 31..	Paid Harbour Commissioners during 1897	782 00	
do 31..	Balance in Bank, reserved to pay Harbour Master's salary, winter of 1898, and for blank receipt books	74 72	
			1,056 72
Dec. 31..	Balance in Bank of Nova Scotia	.....	74 72

Certified correct.

D. McDONALD,
Collector.

CUSTOM HOUSE,
PICTOU, N.S., 31st December, 1897.

HARBOUR COMMISSIONERS, Port of Pictou, in account with D. Sutherland, Secretary.

1897.		$ cts.	1896.		$ cts.
Feb. 26	To Paid for wharf at Trenton..	185 93	Dec. 31	By Balance	160 16
May 25	John McRae, bushing W. River..	8 00	1897.		
	W. McLean, work at buoys	5 00			
June 4	Pumping buoys	1 00	Dec. 31	Amount placed to credit of Commissioners by Collector of Customs for the year 1897..	782 00
	John McLennan.	0 50			
	D. Munro.	4 10			
	R. McKay, bushing W. River.....	8 00		Balance due Secretary.... .	10 82
July 10	John Dunbar, bushing E. River.....	12 00			
	Robt. Dunbar, bushing E. River..	4 00			
do 20	SS. *Elsie*, 1896 acct	37 00			
	SS. "Elsie".....	28 00			
	Pumping buoys.....	1 00			
Sept. 8	Bushing East River	6 00			
Oct. 13	D. Munro..... .	1 75			
	SS. "Bessie".....	3 00			
Nov. 3	Dan Smith	10 00			
do 15	Interest on mortgage.....	23 52			
	C. E. Fanner.....	116 50			
	Expenses going to North Glasgow.	3 50			
	C. Dwyer & Co	3 20			
	Est. J. Kitchin on acct. mortgage.....	200 00			
	Wm. Carson.	2 46			
Dec. 31	Secretary per year.. . ..	100 00			
	Amount to credit of Commissioners in Bank of Nova Scotia....	188 52			
		$ 952 98			$ 952 98
	Liabilities.				
	Mortgage est. J. Kitchin.....	176 00	Dec. 31	Amount to credit of Commissioners in Bank Nova Scotia..	188 52
	R. G. Murray, balance on Trenton wharf	195 41			
	Due D. Sutherland, Secy. ..	10 82			
		$ 382 23			

D. SUTHERLAND,
Secretary.

PICTOU, 31st December, 1897.

APPENDIX No. 9.

REPORT OF THE PILOTAGE AUTHORITY OF MONTREAL FOR THE YEAR ENDED 31ST DECEMBER, 1897.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE,
MONTREAL, 22nd February, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, as the pilotage authority, to transmit for the information of the Honourable the Minister of Marine and Fisheries, the following report of the pilotage district of Montreal for the year ended 31st December, 1897.

The accompanying statement gives the names, earnings, &c., of all the pilots for the past season, and shows an increase of $3,205.70, or about 5 per cent as compared with 1896, and, had it not been for the pilotage fees lost by the licensed pilots on about 30 vessels during the time of the strike in June, would have shown a total of about $71,485, or about $2,000 more than in 1893, in which year the earnings were the largest on record, viz., $69,307.86.

The total amount of pilotage dues, as therein shown, was received from the following services, namely:—

BRITISH.		
Steamships	$64,240 34	
Sailing vessels	781 40	
		$65,021 74
FOREIGN.		
Steamships	$ 3,610 70	
Sailing vessels	109 25	
		3,719 95
Total		$68,741 69

The past year has been an exceptionally busy and anxious one for the pilotage authority. During the session of Parliament the proposed incorporation of the pilots, followed by their strike on the 18th of June, required much careful deliberation on the part of the Commissioners. After due consideration at several meetings during the months of April and May, it was decided to oppose the proposed Bill of incorporation, as being unnecessary and contrary to the interests of trade and navigation. In this the Commissioners followed the same action as was taken in 1884, when the pilots had previously sought incorporation. The Commissioners' interests were placed in the hands of their solicitors, and were also carefully watched by their president and other members when the Bill was before the Private

Bills Committee of the House of Commons and Senate respectively. The Bill, after considerable amendment, was reported by the Private Bills Committee of the House of Commons, and passed its third reading there, but was thrown out by the Private Bills Committee of the Senate.

On the same day, the 18th of June, the 52 pilots in active service went on strike, and after six o'clock that evening not one could be provided for the many vessels requiring them until Saturday afternoon, the 26th of June. During this week the Commissioners held almost daily sessions to deal with the difficulty and to try pilots for the refusal of their duty. The shipping interest considered the situation so grave that they pressed upon the Commissioners the repeal of certain of their by-laws by which they were hampered in the matter of examining and licensing their pilots. These representations met with the approval of the Commissioners. The by-laws were repealed, and amended by-laws forwarded for the approval of the Governor General in Council, which has not yet, however, been given. Requests were also made that more buoys should be placed at certain points recommended by the Commissioners' chief engineer, more especially below the Platon. These recommendations were also forwarded to the Department of Marine and Fisheries, which, during the autumn, gave its concurrence therein.

The result of the trials held was that eight pilots were found guilty of refusing service. Four of these were dismissed as pilots, and, at the request of the Minister, sentence was suspended on the other four. A writ of certiorari was applied for in each of these cases, and the conviction of six of them was quashed by the Superior Court, on the ground that the bailiff's return of the service of the summons was irregular. In the other two cases the conviction was maintained, namely, those of Messrs. Philippe Belanger, of Lotbinière, and Prudent Beaudet, of Quebec, while the six whose conviction was quashed, were Messrs. Alexis Perrault, Jean Arcand, Joseph Sauvageau, Elzear Bellisle, all of Deschambault; Louis Mayrand, of Ste. Anne de la Pérade, and Honoré Dussault, of Ste. Petronille.

Joseph Pleau, of Ste. Anne de la Pérade, was also tried on the same charge, but acquitted; while complaints were laid against several other pilots on the same ground, but, owing to the Minister's request, summonses were not issued.

The experience gained by these circumstances shows that by the by-laws, as they existed at the time of the strike, and as they still exist, the hands of the Commissioners are completely tied, and it becomes impossible for them to deal with such a crisis as arose last summer in a way to give security and satisfaction to the numerous interests involved in the navigation of the St Lawrence. Had it been in the power of the Commissioners to examine and license competent men, the number of whom is, with good reason, believed to be very large, it is more than likely that the strike would not have occurred, or at least would not have lasted for any time. It has also brought out very prominently the difficulty the Commissioners have always found in dealing with the trials of pilots. Such trials must, of necessity, be held promptly and disposed of speedily, otherwise it would be impossible to secure, in many cases, the evidence of essential witnesses. These necessities frequently cause trifling irregularities in procedure which often do not affect the merits of the case. They, however, furnish the grounds for a writ of certiorari, and these writs are almost invariably maintained. At the time the Commissioners' Acts were consolidated in 1894, it was thought that this difficulty had been overcome by providing that these trials should be governed by part 58 of the Criminal Code as an appeal is provided by that part of the Act, which really gives a right to a new trial, and, as an appeal is provided it was supposed the writ of certiorari would not lie. The judges of the Superior Court, however, have interpreted the law differently, and still issue writs of certiorari in these cases. The result is that the Commissioners find themselves where they were before their present Act was passed, and the part of it concerning this procedure is a dead letter. This state of

affairs tends very largely to diminish the disciplinary powers of the Commissioners over the pilots, and it has become almost impossible for the Commissioners to inflict and enforce punishment even for grave offences. In view of the foregoing the Commissioners would respectfully request that the Government will so amend the by-laws and statutes which now govern the Montreal pilotage district as to give the Commissioners fuller control over the pilots, or, failing this, relieve them from all responsibility in the matter of pilotage jurisdiction.

With reference to the better distribution of the pilotage work, which had been a cause of grievance to the tour de role, or general service pilots, for three years back, the Commissioners, after much consideration, passed early in the season the following by-law, which was forwarded for the approval of the Governor General in Council, the third and fourth clauses being an addition to the by-law in force respecting pilots taking special service. The amendment was designed to give the tour de role pilots some increase of fees, and more especially keep them familiar with the navigation by passing more frequently and regularly up and down the river:—

"109. Any pilot may, subject to the Commissioners approval, agree with not more than one agent of transatlantic line vessels for special service for a season of navigation on any vessels of such line for not exceeding thirty trips between Montreal and Quebec, either up or down or with the agent of any gulf port line vessels for similar service on any vessels of such line for not more than the proportionate number of trips which would fall to such pilot if such line employed two pilots for each three vessels.

"No pilot making such engagement shall, during the season of navigation to which the same is intended to apply, be entitled to any duty as pilot by turn or in rotation.

"And on every third upwards trip from the commencement of the season of navigation, both of transatlantic and Gulf port liners, the special service pilot shall take with him, both upwards and downwards, the first tour de role pilot in turn, and the former, while in charge of the steamer and responsible for her safety, may receive such assistance from the said tour de role pilot as the former may require from the latter, while the special service pilot shall share the pilotage fees for such trip both upwards and downwards with the said tour de role pilot in the proportion of two-thirds and one-third respectively.

"Nevertheless, any pilot may be allowed to serve a single gulf port vessel or two transatlantic vessels throughout the season without being obliged to take a tour de role pilot on each third trip, as above mentioned, and without having any right to duty as pilot by turn or in rotation."

Approval thereof was, however, not given, pending the outcome of the proposed incorporation, the Bill for which was then before Parliament, and under which it was proposed to pool all the pilots' earnings and divide them equally amongst the members.

The Bill having failed to become law, the Commissioners by-laws on pilotage again governed the distribution of the work during the season, but were not so strictly enforced as they would have been had the pilots' strike not occurred. On account of this the tour de role pilots appealed to the Minister during the autumn, who asked for a report on the matter. This was made to the effect that there was comparatively small ground for complaint, the earnings showing that, with three exceptions, no pilot earned less than from $800 to $900, which was considered a fair amount for the tour de role men, while the few who earned only from $650 to $700 must have lost a share of their work through sickness or other causes. Had the proposed new by-law, however, been put in operation, it is believed, there would have been no reasonable cause for dissatisfaction last year.

On 7th April, pilot Zephirin Bouillé, 68 years of age, was examined and granted a renewal of his license for another year.

In May, pilot François Desjordy submitted a Montreal oculist's certificate, as well as one from his own doctor at Lavaltrie, stating that his eyesight was impaired to such an extent that it would not be safe for him to continue his duties at that time, in view of which he was placed on the pension list for one year from 1st May.

In September, pilot Liboire Perrault applied for superannuation on account of failing health, but the medical certificates submitted were not considered sufficient to warrant this, especially in view of his having worked throughout two-thirds of the season and earned $669. On a renewal of his application through the Minister, a full report was made on the facts, and Mr. Perrault was promised that his appeal would receive due consideration in April next.

On 7th, 8th and 9th April, an examination of apprentice pilots was held, and, of four candidates who presented themselves, Messrs. Arthur Bellisle, Théodule Hamelin and Cyrille Bellisle were found competent, and were granted a permit under by-law 96 to make fifteen double trips between Quebec and Montreal with various branch pilots.

On 26th and 30th June, apprentice pilot Alberic Angers was examined, and, having been found competent, was granted a permit. The names of these four apprentice pilots have now been placed at the head of the following list as qualified to receive their license when additional pilots become necessary, the last mentioned having been ordered to be placed first on the lists in view of circumstances connected with the pilots' strike, at the time of which, it may also be here noted, the Commissioners cancelled a resolution of 5th March, 1895, by which the number of 55 pilots allowed by by-law 99 was to be gradually reduced to 50.

LIST OF APPRENTICE PILOTS.

No.	Name.	Age.	Residence.
1	Angers, Alberic	23	Ste. Anne de la Pérade.
2	Bellisle, Arthur	36	Deschambault.
3	Hamelin, Théodule	23	Grondines.
4	Bellisle, Cyrille	29	Deschambault.
5	Pleau, J. E.	28	Ste. Anne de la Pérade.
6	Perrault, Anthyme	29	Deschambault.
7	Raymond, J. N.	27	Deschambault.
8	Veillet, George	26	Ste. Anne de la Pérade.
9	Labranche, Melville	23	Portneuf.
10	Gagnon, Albert	22	Three Rivers.
11	Paquin, Azarias	24	Deschambault.
12	Gignac, Arthur	24	Portneuf.
13	Belanger, Achille	24	Lotbinière.
14	Paquet, Damien	24	Deschambault.
15	Bourassa, Henri	24	Deschambault.
16	Angers, Alfred	21	Ste. Anne de la Pérade.
17	Gariepy, J. Arthur W.	18	St. Alban.

The committee of pilots have expressed the opinion that the number of apprentices should be limited to 12 or 15, while the number of names on the list has generally been from 20 to 25.

Five apprentices returned in last year's list have been struck off on account of having failed to report any service during the past two seasons ; while applications are on file from the following for a license as apprentice pilot, to whom the reply was returned that their applications would be recorded in the order of their receipt, and would be dealt with when it was considered necessary to license more apprentices. Most of these, it is believed, are endeavouring to learn the river, and some are also making ocean voyages as required of regular apprentices.

LIST of Applicants for License as Apprentice Pilots.

No.	Name.	Residence.	Date of Appl
1	Gariepy, A. J. P	Lachevrotière	16th January,
2	Frenette, Oswald	Portneuf	1st March, 189
3	Hamelin, Chas. B	Champlain	17th Novembe
4	Perron, Tancrède	Deschambault	28th Novembe
5	Patoine, J. B., jr	Sydney, C. B	3rd December,
6	Frenette, Delevoie	Portneuf	28th January,
7	Gauthier, Laurent J	Deschambault	26th March, 18
8	Perrault, David, fils	do	8th April, 1897
9	Hamelin, Fortunat	do	19th April, 189
10	Gauthier, Adélard	do	6th May, 1897.
11	Arcand, J. Emilien	do	7th May, 1897.
12	Gauthier, Cyriac	do	9th May, 1897.
13	Rover, fils	306 Valier st., Quebec	23rd May, 189
14	Gariepy, Emilien	Lachevrotiere	24th May, 189
15	Gariepy, Henri	do	24th May, 189
16	Perrault, Jean	Deschambault	25th May, 189

The amounts received and expended by the Harbour Commissioners, a
age authority of the district, apart from their receipts and disbursements i
for the Montreal Decayed Pilots' Fund, of which the annual report and stat
have been sent you, certified by Messrs. Riddell and Common, auditors, w
follows :—

RECEIVED.

Surplus carried over from 1896	$250 42
From Elder, Dempster & Co., expenses of Capt. Chatard, piloting SS. "Memnon" during pilots' strike	4 00
Wm. Johnston & Co., Ltd., pilotages made during strike	155 83
Pilot Onésime Naud, fine for violation of by-law 81	20 00
U. S. Navy Department, copy of evidence *re* "Yantic"-"LaCanadienne" Inquiry	28 70
Hamburg-American Packet Co., two copies of evidence *re* Arabia Inquiry	45 40
E. L. Bond, copy of evidence *re* Arabia Inquiry	22 70
Petersen, Tate & Co., copy of evidence *re* Turret Cape-State of California Inquiry	20 63
H. & A. Allan, copy of evidence *re* Turret Cape-State of California Inquiry	20 63
H. & A. Allan, expenses of pilot Alexis Perrault in this case	10 00
H. & A. Allan, copy of evidence *re* Iona-Grecian Inquiry	28 79
The R. Reford Co., Ltd., copy of evidence *re* Iona-Grecian Inquiry	28 79
Pilots, 2 per cent of the pilotage dues on sundry vessels	6 63
Collector of Customs, Three Rivers, 2 per cent of the pilotage dues on vessels to and from Three Rivers	37 76

Collector of Customs, Sorel, 2 per cent of the pilotage dues on vessels to and from Sorel.	$ 10 67
Collector of Customs, Montreal, 2 per cent of the pilotage dues on vessels to and from Montreal	1,391 24
Damase Naud, fee for apprentice pilot's license	5 00
Total	$2,087 19

EXPENDED.

By Abbotts, Campbell & Meredith, for legal services in connection with pilotage matters during 1896	$135 00
Geoffrion, Dorion & Allan, for legal services in connection with pilotage matters during 1897.	846 88
Angers, DeLorimier & Godin, for costs of six pilots' certioraris	315 40
Urquhart & Wright, stenographers' fees at pilot inquiries, and copies of evidence	410 85
George Smart, stenographers' fees at pilotage inquiries	60 00
Committee of pilots, expenses in connection with examination of apprentices	194 00
Augustin Naud, allowance as examiner at apprentice examinations	5 00
Joseph Hurteau, allowance as examiner at apprentice examinations	10 00
George Raymond, allowance as examiner at apprentice examinations	5 00
Célestin Brunet, allowance as examiner at apprentice examinations	5 00
Joseph Thibaudeau, salary as Montreal pilot agent at Quebec	600 00
Joseph Thibaudeau, expenses in *re* trial of P. Beaudet	11 00
Joseph Thibaudeau, allowance for postage, stationery and books	29 32
Hector Fiset, expenses as witness at Turret Cape-State of California Inquiry	12 60
Alexis Perrault, expenses as witness at Turret Cape-State of California Inquiry	10 00
Captain Chatard, expenses during strike	4 00
John Kennedy, expenses during strike	14 80
W. L. Scott, expenses during strike	98 45
Captain Beaudet, allowance for services during strike	30 00
Captain Chatard, allowance for services during strike	10 00
Lemieux & Lane, Quebec, legal services rendered in connection with strike	15 00
Refund of percentages of 2 per cent collected during strike but afterwards repaid	55 60

By Telegrams	$19 74
Bailiffs' fees	12 75
Printing, advertising, stationery, &c	48 96
Total	$2,959 35

The deficiency of $872.16 has been carried forward at the debit of pilotage expenses of 1898, and it is expected that under normal conditions, the receipts from the 2 per cent of all pilotage fees will hereafter cover the necessary yearly expenses as well as pay off the very exceptional ones incurred during 1897.

The tariff of pilotage dues was the same as has been in force since March, 1877, and is as follows:—

From the Harbour of Quebec to Three Rivers and the opposite side of the River St. Lawrence, or any place above Portneuf and below Three Rivers.

For the pilotage of any vessel in tow, or propelled by steam (except as hereinafter mentioned), for each foot of draught of water—

Upwards	$1 50
Downwards	1 50

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water—

Upwards	$1 75
Downwards	1 75

For the pilotage of any vessel under sail, for each foot of draught of water—

Upwards	$2 60
Downwards	1 90

From the Harbour of Quebec to Sorel and the opposite side of the River St. Lawrence, or any place above Three Rivers and below Sorel.

For the pilotage of any vessel in tow, or propelled by steam (except as hereinafter mentioned), for each foot of draught of water—

Upwards	$1 50
Downwards	1 50

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water—

Upwards	$1 87½
Downwards	1 87½

For the pilotage of any vessel under sail, for each foot of draught of water—

Upwards	$3 15
Downwards	2 10

From the Harbour of Quebec to the Harbour of Montreal, or to any place above Sorel and below the Harbour of Montreal.

For the pilotage of any vessel in tow, or propelled by steam (except as hereinafter mentioned), for each foot of draught of water—

Upwards	$2 00
Downwards	2 00

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water—

Upwards	$2 50
Downwards	2 50

For the pilotage of any vessel under sail, for each foot of draught of water—

Upwards.....	$4 20
Downwards	2 80

From the Harbour of Montreal to Sorel, or to any place above Sorel and below Hochelaga, and from Sorel, or any place above Sorel and below Hochelaga, to the Harbour of Montreal, for each foot of draught of water for each such pilotage—

Upwards.....	$1 00
Downwards	1 00

For the removal of any vessel from one wharf to another, within the limits of the harbour, or from any of the wharfs into the Lachine Canal; or out of the said Canal to any of the wharfs in the harbour; or from the foot of the Current; or from Longueuil into the harbour; or from the harbour to the foot of the Current or to Longueuil; for each such service..... 5 00

The following is a list, with particulars, of accidents which occurred to vessels while on their passage between Quebec and Montreal, and vice versa, during the past season of navigation:—

Towards evening of the 26th September the SS. "Arabia," drawing 25 to 25½ feet, while passing down through the Cap à la Roche channel, at dead low water, struck heavily, and had to be run aground a little further down the channel, where she remained for several days, and was then floated and taken to the dry dock at Quebec.

A lengthy inquiry was held into this accident, with the result that the pilot, Sévère Perron was found to have acted imprudently in passing through this difficult part of the channel with such a large and deep draught vessel at the time of dead low water, and a full report was made to the Government with reference to the great care which should be exercised in examining this and other parts of the channel, where boulder obstructions might arise through the action of the ice, &c., and also as to the great need of the buoys being carefully placed to mark the exact edge of the channel and examined frequently to see that they were in proper position.

On September 16th, the SS. "Iona," downwards, and the SS. "Grecian," upwards, met at the bend opposite the upper part of the Three Rivers wharfs, and, as the "Iona" touched the bottom and sustained damage, a complaint was lodged by the master and agents against the pilot of the "Grecian" for having violated the Commissioners' by-law No. 81, which requires that an upcoming vessel at this point should remain below until a downward vessel has passed.

After a full inquiry the Commissioners found Pilot Onésime Naud, of the "Grecian," guilty of violating the by-law, and fined him twenty dollars, but without costs, in view of his long previous good record as a pilot.

About 5 a.m., on 29th October, the United States SS. "Yantic" and the Dominion Government SS. "La Canadienne," the former on her way upwards and the latter downwards, came into collision off Pointe à Pizeau, Quebec Harbour. The former, at the time, was in charge of Pilot Sévère Perron and the latter of Apprentice Pilot Alberic Angers. The former, having been put on his trial and a lengthy inquiry made into all the facts of the collision, was found guilty and suspended from 23rd November, 1897, to 1st July, 1898.

On 11th September, just below No. 2 lightship, in Lake St. Peter, the SS. "State of California, downwards, and the SS. "Turret Cape," upwards, had a slight collision.

After a long inquiry into the circumstances thereof, the Commissioners found that Pilot Zéphirin Bouillé, who was in charge of the former vessel was not to blame, but no action was taken against Mr. Joseph Sauvageau, who was in charge of the "Turret Cape," he being one of the four pilots who were then under suspended sentence in connection with the pilots' strike.

The SS. "Vancouver," upwards, in charge of Pilot George Arcand, ran aground on the south side of the channel at the Bellmouth Curve, Contrecœur, on 11th September. After inquiry, the pilot was considered not to blame for the grounding, which only necessitated some little lightening to the vessel without any damage to the ship.

The same vessel, drawing 23 feet, in coming up through the Cap à la Roche channel on 17th October, touched, it is supposed, the south side of the channel, quite close to the black buoy opposite St. Jean des Chaillons church, while in charge of the same pilot, against whom a complaint was lodged. The finding come to was that, while not guilty of the charge of breach and neglect of duty, nevertheless he should be strongly censured for having passed the said black buoy at a distance not compatible with safe navigation, especially in view of the conditions of wind and tide at the time of his passage and of his knowledge of the steering of the said steamship from experience on previous voyages during the past season. Shortly afterwards, a writ of certiorari was applied for by this pilot and granted, and the case is now before the Superior Court.

The SS. "Strathgarry," in charge of Pilot Constant Toupin, touched opposite Cap Santé, and also on the Ste. Croix bar, on 1st August. The Commissioners, at the inquiry, found that this vessel had gone down the channel with a heavy list to port, and, being a very flat-bottomed ship, probably drew from 2 to 3 feet more that the draught with which she was cleared, namely, 24 feet 9 inches. They accordingly censured the pilot for want of care, and took occasion to call the attention of the Port Warden to the circumstances of her touching, with the result that this officer made a full explanation as to her clearance by him, but he also decided that thereafter no vessel should be allowed to leave the harbour with a greater list than five degrees.

On 1st October, the SS. "Kildona," while coming upwards, in charge of Pilot Barthélémi Arcand, ran aground on the south side of the channel at the bend opposite Cap Levrard, but, after trial, the complaint against the pilot was dismissed.

The SS. "Madura," on 27th October, while in charge of Pilot George Dufresne, ran aground lightly, but without sustaining damage, on the south side of the Windmill Point Basin, in Montreal Harbour, and on inquiry into the matter, it was found that the black spar buoy marking the south side of the Basin (which has not yet been dredged to its full width), was considerably out of place, and also that another steamship lay at the wharf on the north-west side of the Basin, with an elevator and two barges all abreast, thus narrowing the channel very much. The pilot was accordingly acquitted, and the attention of the buoy contractors and the harbour master called to the need of guarding against the difficulties caused to vessels through these errors.

The brig "R. L. T.," in tow of the tug "Dauntless," having anchored over night a little below No. 2 lightship, in Lake St. Peter, on the morning of 17th August grounded on the north bank of the channel, when the tow was starting, but came off the same afternoon. The inquiry asked for could not be completed, owing to the "Dauntless" being in the Lower St. Lawrence during the rest of the season, but, under all the circumstances, the pilot, Liboire Perrault, could hardly be blamed.

The SS. "Tyr," while in charge of Jean Arcand, grounded on the shoal just above Longue Pointe, on July 13th, but, after some lightening, came safely into port without having sustained damage. No action could be taken against the pilot,

as he was then under dismissal for refusal to take duty during the time of the strike.

During the pilots' strike the steamship "Beechedene" grounded off St. Pierre des Becquets on 24th June. After some delay, she was floated and reached Montreal on 26th June, and, as far as is known, was not damaged.

The SS. "Turret Bay," on 26th June, was run aground on the Gentilly shoal, opposite Champlain, and, after considerable difficulty, was floated.

No action could, of course, be taken against the pilot in either of these cases, as each was an unlicensed pilot.

In addition to the foregoing accidents, into each of which an inquiry was held by the Commissioners, and of which a few only resulted in serious damage to the vessels concerned, it is thought well to mention the following groundings and touchings, as to which no complaint was made by the vessel agents, and no action thought necessary by the Commissioners, other than sending particulars of them to the Department of Public Works for attention, where it might be thought that there was some obstruction in the channel.

On the 15th August, the SS. "Cilurnum," in charge of Pilot Ulric Groleau, grounded above the Cap Charles bar through the wheel jamming to port.

The SS. "Milwaukee," drawing 27 feet 3 inches, in charge of Pilot L. A. Bouillé, touched in the channel at Champlain on 21st August.

The SS. "Queensmore," in charge of the same pilot, on 4th September, with a draught of 28 feet, touched lightly in the channel opposite Longueuil, and on the following day in Lake St. Peter, near No. 1 lightship, at Three Rivers, and at Champlain. This ship had also five degrees of list to starboard.

The SS. "Lake Huron," drawing 25 feet 2 inches, in charge of Pilot Joseph Chandonnet, touched opposite Champlain on 6th October, while the SS. "Lake Superior," drawing 25 feet, in charge of the same pilot, grounded in the middle of the channel at the same point on 20th October. Before this grounding occurred a dredge had been placed to remove a small sandbar which had formed diagonally across the channel and was found to have been the cause of the several recent touchings at this point.

In addition to the vessels above mentioned as having touched opposite Champlain, the SS. "Vancouver," on 18th September, with draught of 26 feet 3 inches, touched, as did also the SS. "Montcalm" on 16th October, drawing 25 feet, the dredge being then at work.

The SS. "Bjorgvin," while in charge of Pilot Ulric Groleau, on 7th October, grounded on the south side of the channel at Pointe aux Trembles, en haut, and, after considerable lightening, was enabled to come into port undamaged. The cause of the grounding was a sheer taken by the steamer.

On the 15th October, the steamship "Bengore Head," drawing 22 feet 5 inches, with Pilot Alfred Frenette, grounded near No. 2 lightship in Lake St. Peter in a dense fog, but, in so far as is known, sustained no damage.

The SS. "Turret Cape," in charge of Pilot Joseph Dussault, grounded lightly opposite No. 3 lightship in Lake St. Peter on the 15th October, on account of fog.

The SS. "Turret Bell," in charge of Pilot Edouard Perrault, grounded on the north side of the channel, some little distance below the Maisonneuve pier, Montreal harbour, on the 21st October, at 615 p.m., when trying to reach her berth after dark.

The SS. "Montevidean," drawing 23 feet, in charge of Pilot Tancrède Bouillé, grounded on the 26th September between lightships Nos. 1 and 2, in Lake St. Peter, owing to the breaking of the steering gear, and after considerable lightening was enabled to proceed to Quebec without having sustained damage.

The touching of the SS. "Queensmore" at Three Rivers on 5th September (mentioned above), as well as that of the SS. "Vancouver" at the same place on

the 18th of the same month, when drawing 26 feet 3 inches and in charge of Pilot George Arcand, and also the report sent in by Pilot Prudent Bellisle, to the effect that the SS. "Hurona" had, on 30th September, while drawing 26 feet and passing the black spar buoy opposite the mouth of the St. Maurice River, at a distance of about 125 feet therefrom, rolled on account of not having sufficient water underneath her, would appear to be accounted for by a report received from the buoy engineer on the 1st October, which stated that he had found the said buoy dragged about 900 feet below and 140 feet south of its proper position and replaced it. There is no doubt that these three pilots steered by the displaced buoy, rather than by the landmarks, and in consequence touched the point of the shoal which the buoy is placed to mark.

According to the captain of the SS. "Montezuma," that vessel, when passing through the Contrecœur Traverse and channel, on 19th June, with a draught of 28 feet, was thought to be very close to the bottom, although at the time the channel should have had over 32 feet of water in it. In reference to this report, it should be noted that on the trip referred to, the "Montezuma" had no pilot on board, but was following a tug. On the circumstances being reported to the chief engineer of the Public Works Department, he replied that he was satisfied the depth shown by the Sorel gauge was available in that part of the channel, but that vessels with such a draught of water should pass through it at a very low rate of speed, owing the small depth of water on the banks on either side of the channel.

In connection with the foregoing accidents and mishaps, it is thought well to include herein a list of all the steamships which passed through the channel drawing 26 feet of water and over, with the depth of water in the channel as indicated by the Sorel gauge on the corresponding date, as it shows that with careful navigation very large vessels can pass with deep draughts, except durin[illegible] months of autumn.

STATEMENT showing Draught of Steamships for season of [illegible] and over.

Date.	Steamer.					
May 7	Montezuma,	down	[illegible]	[illegible]	[illegible]	[illegible]
do 8	Manitoban	do	[illegible]	[illegible]	[illegible]	[illegible]
do 9	Tritonia	do	[illegible]	[illegible]	[illegible]	[illegible]
do 13	Arcadia	do	[illegible]	[illegible]	[illegible]	[illegible]
do 21	Hurona	do	[illegible]	[illegible]	[illegible]	[illegible]
do 24	Gerona	up	[illegible]	[illegible]	[illegible]	[illegible]
do 29	Ottoman	down	[illegible]	[illegible]	26	[illegible]
June 1	Alberta	do	[illegible]	[illegible]	26	10
do 2	Gerona	do	[illegible]	[illegible]	27	
do 6	Arabia	do	[illegible]	[illegible]	27	4
do 10	Tritonia	do	[illegible]	[illegible]	26	
do 12	Queensmore	do	[illegible]	[illegible]	27	7
do 13	Rossmore	do	[illegible]	[illegible]	26	7
do 15	Norwegian	do	[illegible]	[illegible]	26	
do 19	Montezuma	do	[illegible]	[illegible]	28	
do 21	Sarmatian	do	[illegible]	[illegible]	26	
July 3	Ottoman	do	[illegible]	[illegible]	26	4
do 3	Merrimac	do	[illegible]	[illegible]	26	
do 3	Armenia	do	[illegible]	[illegible]	26	10
do 4	Milwaukee	do	[illegible]	[illegible]	26	
do 10	Laurentian	do	[illegible]	[illegible]	26	6
do 25	Queensmore	do	[illegible]	[illegible]	26	5

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
33	8		
34	2		
33	6		
32	6		
32			
32	7		
32	10		
32	3		
31	6		
30	11		
30	11		
30	11		
30	9		
29	11		
30	2		

STATEMENT showing Draught of Steamships for season of 1897—*Concluded.*

Date.	Steamer.	Dr'ght when stationary in Harbour by Pilot's report.		Depth of Water in Channel by Sorel Gauge.	
		ft.	in.	ft.	in.
Aug. 1	Montezuma down	27	4	30	1
do 3	Arabia do	26	2	29	8
do 5	Merrimac do	26	3	29	5
do 14	Vancouver do	26		29	4
do 14	Laurentian do	26	1	29	4
do 17	Pomeranian do	26	3	29	6
do 19	Montcalm do	27	1	29	4
do 20	Hurona do	26		29	1
do 21	Rossmore do	26	1	28	9
do 21	Milwaukee do	27	3	28	10
do 28	Belgian King do	26	4	28	9
do 29	Armenia do	27	1	29	4
do 31	Norwegian do	26	3	29	4
Sept. 4	Queensmore do	28		28	10
do 7	Sarmatian do	26	6	28	4
do 11	Ottoman do	26	1	28	7
do 11	Merrimac do	26		28	7
do 12	Montezuma do	26	2	28	6
do 14	Sardinian do	26	5	28	6
do 18	Vancouver do	26	3	27	10
do 29	Hurona do	26		27	10

By information received from the Department of Public Works, it has been learned that several improvements were made in the channel during the season, in continuation of the work carried on during the previous years, while the Department of Marine also made improvements in the lighting and buoying. The semaphore, previously maintained at Lotbinière, was removed early in the summer to Cap Santé, and indicated throughout the remainder of the season each three inches of rise and fall of the tide on the Cap Santé shoal and Ste. Croix bar.

The Commissioners issued their annual edition of "tide tables and other information connected with the ship channel between Montreal and Qubec," embodying the tide tables for Quebec, and also one specially prepared for the Ste. Croix bar by the Tidal Survey Branch of the Department of Marine and Fisheries, which, as in the previous year, were kindly furnished to the Commissioners by the Department for that purpose. These tide tables were, as in previous years, much appreciated by the officers of vessels and the pilots, amongst whom they were freely distributed without any charge, while the set of twenty-two charts of the ship channel from Montreal to Quebec, also published by the Commissioners a few years ago, were in demand, especially by the shipping firms and river pilots, during the time of the strike of the licensed pilots.

The buoys marking the ship channel were maintained by the contractors, the Sincennes-McNaughton Line, as in other recent years. The placing of the buoys in spring was commenced on 21st April and was completed on 14th May. The taking up of the buoys at the close of the season of navigation was, by order of the Minister of Marine and Fisheries, commenced on the 25th November, which was immediately after the passage of the last steamship downwards, and was completed on the 30th November. An additional buoy was placed in September to mark the north-west point of the Three Rivers shoal. In compliance with representations by the Marine Underwriters' Association last September, authority was

given for the placing of fifteen additional buoys for the better marking out of the channel, especially below Grondines. The contractors prepared thirteen of the new as quickly as possible and placed them between the 25th and 31st of October. The other two of the desired number were required for the Richelieu Rapids, where only large steel cylinder buoys are suitable, and, as there were none in stock and they could not be built in time to be of service before the close of the season, they could not be placed.

I have the honour to be, sir,
Your obedient servant,

ALEXANDER ROBERTSON,
Secretary.

STATEMENT

RESPECTING

BRANCH PILOTS

STATEMENT showing the number of Branch Pilots for and above the Harbour of Quebec, during the year of 1897, their Age, Residence, No. of Pilotages, Earnings, and whether employed on Special Service or Tour-de-Rôle.

No.	Names.	Age.	Residence.	Date of Branch.	Remarks.	No. of Trips to Montreal. IN.	No. of Trips to Montreal. OUT.	No. of Trips to Intermediate Places. IN.	No. of Trips to Intermediate Places. OUT.	Total No. of Trips.	Earnings to Montreal.	Earnings to Intermediate Places.	Total Earnings.	Employed on Special Service, or on Tour-de-Rôle.
											$ cts.	$ cts.	$ cts.	
1	Bouillé, Zéphirin	68	Deschambault	Mar. 1, 1855.	New license for 1897; see letter press	15	16	.....	.....	31	1,730 96	.....	1,730 96	Allan Line.
2	Naud, Onésime	55	do	do 16, 1870.	Fined; see letter press	16	16	.....	.....	32	1,722 83	.....	1,722 83	do
3	Chandonnet, Jos	56	Lévis	Aug. 2, 1870.	.....	15	12	.....	.....	27	1,545 40	.....	1,545 40	Beaver Line.
4	Bouillé, Louis A	60	Deschambault	Sept. 1, 1870.	.....	13	15	1	....	29	1,514 28	30 35	1,544 63	Elder, Dempster & Co.
5	Beaudet, Prudent	56	452 St. Joseph St., Quebec	Oct. 10, 1870.	Member of Pilots' Committee; see letter press	9	12	1	2	24	952 50	79 00	1,031 50	Hamburg-Amer. P. Co.
6	Béllisle, Elzéar	63	Deschambault	do 10, 1870.	See letter press	9	6	2	1	18	594 66	81 63	676 29	Tour-de-Rôle.
7	Pleau, Joseph	60	Ste. Anne de la Pérade	do 10, 1870.	See letter press	10	11	....	.....	21	995 97	.....	995 97	do
8	Brunet, Célestin	53	No. 147 St. Paul St., Montreal	Feb. 28, 1872.	.....	20	21	..	.....	41	1,747 89	.....	1,747 89	Carbray, Routh & Co.
9	Béllisle, Louis	51	Deschambault	do 28, 1872.	Secretary of Pilots' Committee	16	14	.....	....	30	1,480 61	.....	1,480 61	Elder, Dempster & Co.
10	Groleau, Ulric	49	Grondines	Oct. 30, 1872.	.....	10	9	1	1	21	837 95	52 50	890 45	Tour-de-Rôle.
11	Frenette, Alfred	58	Portneuf	do 30, 1872.	.....	14	17	..	1	32	1,465 62	40 25	1,505 87	McLean, Kennedy & Co.
12	St. Amant, Alfred	53	Deschambault	do 30, 1872.	.....	13	10	....	.....	23	1,014 21	.....	1,014 21	Tour-de-Rôle.
13	Bélanger, Philippe	58	Lotbinière	April 8, 1874.	See letter press	8	9	...	.....	17	846 42	.....	846 42	do
14	Perrault, Narcisse	60	Deschambault	do 9, 1874.	.....	17	17	.....	...	34	1,777 23	.....	1,777 23	Donaldson Line.
15	Auger, Cléophas	51	Pointe Lévis	Sept. 22, 1874.	President of Pilots' Committee	14	15	.....	.....	29	1,542 67	.....	1,542 67	do
16	Labranche, Ferd	50	Portneuf	April 8, 1875.	Member of Pilots' Committee	18	14	.....	....	32	1,680 05	.....	1,680 05	Elder, Dempster & Co.
17	Bouillé, Louis Z	47	Deschambault	Jan. 16, 1878.	.....	15	15	.....	.	30	1,683 25	.....	1,683 25	Allan Line.
18	Gauthier, Laurent	46	do	Dec. 10, 1879.	.....	12	14	.....	.....	26	1,511 21	.....	1,511 21	Dominion Line.
19	Arcand, Jean	44	do	do 10, 1879.	See letter press	9	11	1	2	23	811 47	91 83	903 30	Tour-de-Rôle.
20	Nault, Delevoie	44	do	do 10, 1879.	.....	20	21	2	.....	43	1,545 27	32 13	1,577 40	Dominion Coal Co.
21	Gauthier, Wilbrod	44	do	do 10, 1879.	Member of Pilots' Committee	15	15	...	.....	30	1,592 16	.....	1,592 16	Allan Line.

22	Mayrand, Louis	50	Ste. Anne de la Pérade	do	9, 1880.	See letter press	18	16	1		35	1,343 53	26 55	1,370 08	Dominion Coal Co.
23	Dufresne, George	48	Deschambault	do	10, 1880.		10	6			16	652 85		652 85	Tour-de-Rôle.
24	Arcand, Norbert	44	Champlain	do	10, 1880.		18	18	1	2	39	1,452 65	71 10	1,526 75	Dominion Coal Co.
25	Bouillé, Tancrède	43	Deschambault	do	11, 1880.		13	16			29	1,583 31		1,583 31	Allan Line.
26	Arcand, Nestor	41	do	Feb.	20, 1884.		17	15	2	2	36	1,256 37	117 95	1,374 32	Dominion Coal Co.
27	Nault, Jean	40	do	do	20, 1884.		20	18			38	1,682 04		1,682 04	do
28	Dussault, Joseph	41	do	do	20, 1884.		20	21		1	42	1,642 22	40 33	1,682 55	do
29	Groleau, Gédéon	45	Grondines	May	20, 1887.		11	9	1	1	22	872 80	62 88	935 68	Tour-de-Rôle.
30	Béllisle, Néré	46	Deschambault	do	20, 1887.		18	17			35	1,417 63		1,417 63	Dominion Coal Co.
31	Perrault, Liboire	51	147 St. Paul St., Montreal	April	20, 1888.		7	8	1	1	17	618 84	50 32	669 16	Tour-de-Rôle.
32	Raymond, Wilfrid	42	Deschambault	do	20, 1888.		13	11	1	1	26	1,193 73	54 35	1,248 08	Johnston Line.
33	Hurteau, Joseph	36	588 St. Denis St., Montreal	Mar.	20, 1889.		15	16			31	1,673 51		1,673 51	Allan Line.
34	Perrault, Edouard	47	Deschambault	do	20, 1889.		11	12	1	1	25	968 50	50 12	1,018 62	Dominion Coal Co.
35	Bouillé, C. Lydoric	40	do	do	20, 1889.		12	13			25	1,409 29		1,409 29	Beaver Line.
36	Dussault, Honoré	44	St. Petronille	July	16, 1889.	See letter press	14	12			26	1,005 91		1,005 91	Henry Dobell & Co.
37	Brière, Arthur	40	Portneuf	April	28, 1891.		13	11	2	1	27	1,207 70	96 45	1,304 15	Thomson Line.
38	Labranche, J. Sifroi	43	do	do	28, 1891.		9	9	3	2	23	747 94	123 05	870 99	Tour-de-Rôle.
39	Perrault, Alexis	34	Deschambault	do	23, 1891.	See letter press	18	16			34	1,402 43		1,402 43	Dominion Coal Co.
40	Dufresne, N. Come	36	do	June	23, 1891.		11	16		1	28	1,123 98	26 25	1,150 23	Tour-de-Rôle.
41	Nadeau, Jean B.	38	Lévis	April	11, 1893.		16	15			31	1,434 53		1,434 53	McLean, Kennedy & Co.
42	Naud, Aubert	44	Deschambault	July	11, 1893.		15	14			29	1,546 40		1,546 40	Allan Line.
43	Sauvageau, Joseph	36	do	Oct.	10, 1893.	See letter press	18	14	1	1	34	1,278 27	60 38	1,338 65	Dominion Coal Co.
44	Dussault, Napoléon	35	do	April	3, 1894.		14	13			27	1,353 36		1,353 36	Thomson Line.
45	Arcand, Barthelemi	35	do	do	3, 1894.		11	12		2	25	1,084 86	66 25	1,151 11	Tour-de-Rôle.
46	Béllcisle, Prudent	34	do	do	3, 1894.		14	14	2	2	32	1,384 98	118 28	1,503 26	Dominion Coal Co.
47	Arcand, George	33	do	do	3, 1894.	Censured; see letter press	12	11	1	2	26	1,119 79	98 00	1,217 79	Dominion Line.
48	Toupin, Constant	31	Three Rivers	do	3, 1894.	Censured; see letter press	12	13		1	26	1,064 48	38 50	1,102 98	Tour-de-Rôle.
49	Perreault, George	32	Deschambault	Sept.	11, 1894.		18	18			36	1,145 15		1,145 15	J. G. Brock.
50	Bouillé, Narcisse	38	do	Oct.	9, 1894.		13	14			27	1,378 93		1,378 93	Johnston Line.
51	Leveillé, Joseph	34	Batiscan	June	18, 1895.		18	16		1	35	1,459 55	28 50	1,488 05	Intercolonial Coal Co.
52	Perron, Sévère	39	Deschambault	April	14, 1896.	Suspended from 23rd November until 1st July, 1898; see letter press	11	11		2	24	1,027 47	76 13	1,103 60	Tour-de-Role.
						Total						67,125 61	1,616 08	68,741 69	

ALEXANDER ROBERTSON,
Secretary.

HARBOUR COMMISSIONERS OFFICE,
MONTREAL, 18th January, 1898.

REPORT AND STATEMENTS OF THE MONTREAL DECAYED PILOTS' FUND FOR THE YEAR 1897.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE,
MONTREAL, 31st January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to transmit herewith, for the information of the Honourable the Minister of Marine and Fisheries, the usual statements of (1) Receipts and Disbursements of the Montreal Decayed Pilots' Fund for the year ending 31st December, 1897, and (2) Assets of the Fund at 31st December, 1897.

The following is an abstract of the former:—

RECEIPTS.

5 p. c. of pilotage dues, collected at Montreal.	$3,478 13	
5 p. c. of pilotage dues, collected at Three Rivers and Batiscan	94 39	
5 p. c. of pilotage dues, collected at Sorel	26 66	
From sundry percentages of pilotage dues on war vessels, &c	16 61	
From Messrs. R. Reford & Co., for violation of by-law 109 by Pilot Wilfrid Raymond with SS. "Fremona" in 1896	48 83	
		$3,664 62
From interest on investments and on cash in bank		2,305 10
Total		$5,969 72

DISBURSEMENTS.

Pensions to old pilots and widows of pilots	$5,589 84	
Messrs. Riddell & Common, for audit of fund for 1896	25 00	
Postage stamps, stationery, &c	15 80	
Refund of percentages overpaid during the time of the pilots' strike in June	139 02	
Total		$5,769 66
Showing a gain for the year of		$ 200 06

In explanation of the considerable amount of percentages refunded to different shipping firms, it should be explained that, during the time of the pilots' strike at the end of June, some 30 vessels were piloted by others than licensed pilots, and although protests were made by the different shipping firms against the collection of the usual 5 per cent of the pilotage dues, it was only during the autumn that, on an opinion from their legal advisers, the Commissioners found that the percentage should not have been collected under the circumstanceses, and had to repay the total amount of $137.22, which sum was accordingly lost to the fund through the refusal of the pilots to take duty for about ten days.

The following deaths and superannuations took place during the year:—

On 8th February, Widow Edouard Boudreau, of Three Rivers, died. On the 10th of the same month, Widow Isaïe Beaudry, of Sorel, died. On the 6th March, old pilot Alexis Gauthier, of Deschambault, died, and on 31st July, old pilot Joseph Leveillé, of Montreal, died. In each of these cases, excepting the first mentioned, the full pension for the current quarter in which death occurred was paid to the heirs.

Widow Alexis Gauthier was placed on the list of pensioners as from 1st May at the rate of $32 a quarter. Widow Jcseph Leveillé was placed on the list of pensioners at the rate of $37.33 quarterly from 1st August. In view of an oculist's certificate submitted by Pilot François Desjordy, of Lavaltrie, to the effect that his eyesight was considerably impaired and it would not be safe for him to continue his duties, he was placed on the pension list for one year from 1st May at the rate paid to all old pilots, namely, $90 per quarter.

There were on the list of pensioners at the close of the year, 9 old pilots, all receiving $90 per quarter, and 15 widows, of whom 11 receive $37.33 quarterly, 3 receive $32 quarterly, and one $29.33 quarterly.

I have the honour to be, sir,
Your obedient servant,

ALEXANDER ROBERTSON,
Secretary.

DR. ALEXANDER ROBERTSON, Treasurer, in account with the Montreal Decayed Pilots' Fund. CR.

1897.				$ cts.
Jan.	1	To Balance from December, 1896		1,678 37
do	9	City of Montreal, six months interest to 1st January, on $5,000 of 5 per cent City Stock		125 00
Feb.	4	Harbour of Montreal, coupons due 5th January		
		Series R, 20 and 102 = 2 × 15	$ 30 00	
		do R, 42 and 117 119 = 4 × 30	120 00	
		do R, 84 = 1 × 60	60 00	
		do D, 21 and 45-49 = 6 × 25	150 00	
		do F, 164 172 = 9 × 20	180 00	
		do G, 289-290 = 2 × 20	40 00	
		do H, 64 65 and 139 142 = 6 × 20	120 00	
		do I, 231 246 = 16 × 20	320 00	
May	31	Collector of Customs, Montreal, Trinity dues collected in May		1,020 00
June	30	Collector of Customs, Montreal, Trinity dues collected in June		356 35
July	30	City of Montreal, six months' interest to 1st July on $5,000 of 5 per cent City Stock		125 00
do	31	Collector of Customs, Montreal, Trinity dues collected in July		554 25
Aug.	5	Pilot Sévère Perron, 5 per cent of the pilotage dues of H.M.S. "Talbot" from Quebec to Montreal and back, in June		5 75
do	7	Harbour of Montreal, coupons due 5th July—		
		Series R, No. 20 and 102 = 2 × 15	$ 30 00	
		do R, 42 and 117 119 = 4 × 30	120 00	
		do R, 84 = 1 × 60	60 00	
		do D, 21 and 45 49 = 6 × 25	150 00	
		do F, 164 172 = 9 × 20	180 00	
		do G, 289-290 = 2 × 20	40 00	
		do H, 64 65 and 139 142 = 6 × 20	120 00	
		do J, 231 246 = 16 × 20	320 00	
Aug.	12	Pilot Napoléon Dussault, 5 per cent of the inwards pilotage dues on schooner "Helen M. Atwood," paid him on 5th July by Messrs. Goodhue & Co. and kept in an envelope by Secretary-Treasurer until it should be asked for when the said vessel was clearing (*See* contra for repayment)		1 80
do	31	Collector of Customs, Montreal, Trinity dues collected in August		575 13
Sept.	4	Pilot J. S. Labranche (per Joseph Thibaudeau, Montreal Pilot Agent, Quebec) 5 per cent of his pilotage		

1897.			$ cts.
Feb.	4	By Pensions paid to the following for three months ending 1st February—	
		Widow Isaïe Beaudry, Sorel	37 33
		do Sévère Bellisle, Quebec	37 33
		do Edouard Boudreau, Three Rivers	37 33
		do L. David Bouillé, Deschambault	29 33
		do Jos. Léandre Dessureau, Sorel	37 33
		do Placide Gaillardet, St. Grégoire le Grand	37 33
		do J. Octave Hamelin, Deschambault	37 33
		do Hubert Lemay, Montreal	37 33
		do Adolphe Lisé do	37 33
		do David Mathieu, Grondines	32 00
		do Zéphirin Mayrand, Contrecœur	37 33
		do Edouard Naud, Sorel	32 00
		do Joseph Toupin, Champlain	37 33
		do Athanase Dufresne, Deschambault	37 33
		do Victor Gagnon, Champlain	37 33
		Old Pilot Cyrille Belleisle, Deschambault	90 00
		do Damase Cayen, Portneuf	90 00
		do J. B. Dorval, Cap de la Madeleine	90 00
		do Pierre Gagnon, Three Rivers	90 00
		do Joseph Leveillé, Montreal	90 00
		do Augustin Naud do	90 00
		do George Raymond, St. Casimir	90 00
		do Treffié Toupin, Roberval	90 00
		do Alexis Gauthier, Deschambault	90 00
		do David Perreault do	90 00
May	3	*Le Cultivateur*, for printing pension receipts, &c	5 00
do	4	Riddell and Common, audit of this Fund for the year ending 31st December, 1896	25 00
		Pensions paid to the following for three months ending 1st May—	
		Widow Isaïe Beaudry, heirs of	37 33
		do Sévère Bellisle	37 33
		do L. David Bouillé	29 33
		do Jos. Léandre Dessureau	37 33
		do Placide Gaillardet	37 33
		do J. Octave Hamelin	37 33
		do Hubert Lemay	37 33
		do Adolphe Lisé	37 33
		do David Mathieu	32 00
		do Zephirin Mayrand	37 33
		do Edouard Naud	32 00
		do Joseph Toupin	37 33

		dues on bark "Sigurd" from Three Rivers to Quebec in tow with draft of 16 feet 9 inches		1 25
Sept.	30	Collector of Customs, Montreal, Trinity dues collected in September		596 84
Oct.	11	Pilot Ulric Groleau, 5 per cent of his pilotage dues of SS. "Starlight" from Quebec to Three Rivers on 5th September, with draft of 12 feet 6 inches		1 09
do	27	Pilot N. C. Dufresne, 5 per cent of his pilotage dues on brig "R.L.T." from Montreal to Three Rivers, draft 12 feet	$0 90	
		do do SS. "Eskdale" to Batiscan, draft 13 feet	1 14	
		do do from Batiscan to Quebec, draft 15 feet	1 30	
				3 34
do	30	Collector of Customs, Montreal, Trinity dues collected in October		421 54
Nov	3	Pilot Sévère Perron, 5 per cent of the pilotage dues on U.S. "Yantic" from Quebec to Montreal, with 13 feet draft		1 63
do	13	Pilot Celestin Brunet, 5 per cent of his pilotage dues on American tug "R. W. Wilmont" from Montreal to Quebec, with 14 feet draft		1 75
do	23	P. B. Vanasse, Collector of Customs, Three Rivers, Trinity dues collected by him there and at Batiscan during 1897, as per detailed statement		94 39
do	30	Collector of Customs, Montreal, Trinity dues collected in November		410 61
Dec.	11	Joseph Mathieu, Collector of Customs, Sorel, Trinity dues collected by him during 1897, as per his statement dated 10th December, 1897		26 66
do	30	Collector of Customs, Montreal, balance of Trinity dues for November, as per statement of 9th December		57 85
do	31	Montreal City and District Savings Bank, interest at rate of 3 per cent per annum on money at deposit during 1897		15 10
do	31	Robert Reford & Co., pilotage dues of SS. "Fremona" from Quebec to Montreal on 1st November, 1896, said vessel having been piloted by Wilfrid Raymond in violation of Montreal Harbour Commissioners by-law No. 109, (see page 28 of report of the Montreal Pilotage District for the year 1896)		48 83
		do Athanase Dufresne		37 33
		do Victor Gagnon		37 33
		Old Pilot Cyrille Belleisle		90 00
		do Damase Cayen		90 00
		do J. B. Dorval		90 00
		do Pierre Gagnon		90 00
		do Joseph Leveillé		90 00
		do Augustin Naud		90 00
		do George Raymond		90 00
		do Trefflé Toupin		90 00
		do David Perreault		90 00
		Widow Alexis Gauthier, amount which would have been due her husband, he having died on 6th March		90 00
		Pensions paid to the following for three months ending 1st August—		
Aug.	7	Widow Sévère Belleisle		37 33
		do L. David Bouillé		29 33
		do J. Léandre Dessureau		37 33
		do Placide Gaillardet		37 33
		do J. Octave Hamelin		37 33
		do Hubert Lemay		37 33
		do Adolphe Lisé		37 33
		do David Mathieu		32 00
		do Zéphirin Mayrand		37 33
		do Edouard Naud		32 00
		do Joseph Toupin		37 33
		do Athanase Dufresne		37 33
		do Victor Gagnon		37 33
		do Alexis Gauthier		32 00
		Old Pilot Cyrille Belleisle		90 00
		do Damase Cayen		90 00
		do J. B. Dorval		90 00
		do Pierre Gagnon		90 00
		do Augustin Naud		90 00
		do George Raymond		90 00
		do Trefflé Toupin		90 00
		do David Perreault		90 00
		do François Desjordy		90 00
		C. A. Leveillé, executor of the late old pilot Joseph Leveillé, who died on 31st July, the amount of pension payable to the latter on 1st August		90 00
do	12	Anderson, McKenzie & Co., 5 per cent of the pilotage dues inwards on the schooner "Helen M. Atwood", received as per contra from Pilot Napoléon Dussault		1 80
do	16	Cost of post office order to remit Dame Edouard Naud's pension to Suncook, N.H		0 40
Sept.	30	McLean, Kennedy & Co., Trinity dues received on five steamships during the pilots' strike now refunded		12 74

DR. ALEXANDER ROBERTSON, Treasurer, in account with the Montreal Decayed Pilots' Fund—*Continued.* CR.

1897.		$ cts.	1897.				$ cts.
			Nov. 6	By pensions paid to the following for three months ending 1st November:—			
				Widow Sévère Bellisle			37 33
				do L. David Bouillé			29 33
				do Jos. Léandre Dessureau			37 33
				do Placide Gaillardet			37 33
				do J. Octave Hamelin			37 33
				do Hubert Lemay			37 33
				do Adolphe Lisé			37 33
				do David Mathieu			32 00
				do Zéphirin Mayfand			37 33
				do Edouard Naud			32 00
				do Joseph Toupin			37 33
				do Athanase Dufresne			37 33
				do Victor Gagnon			37 33
				do Alexis Gauthier			32 00
				do Joseph Leveillé			37 33
				Old Pilot Cyrille Bellisle			90 00
				do Damase Cayen			90 00
				do J. B. Dorval			90 00
				do Pierre Gagnon			90 00
				do Augustin Naud			90 00
				do George Raymond			90 00
				do Trefflé Toupin			90 00
				do David Perreault			90 00
				do François Desjordy			90 00
				Cost of post office order to remit Dame Edouard Naud's pension to Suncook, N.H.			0 40
			Dec. 30	Kingman, Brown & Co., refund of Trinity dues collected from vessels in June during the pilots' strike, which were not piloted by licensed pilots and should not therefore have been collected, as per account of 1st October		$ 35 25	
				Wm. Johnston & Co. Ltd.	do	8 30	
				Henry Dobell & Co.	do	3 05	
				Hamburg American Packet Co	do	2 25	
				Dobell, Beckett & Co.	do	2 43	
				J. G. Brock	do	1 40	
			do 31	Carbray, Routh & Co.	do	5 40	
				Intercolonial Coal Mining Co.	do	3 45	
				Munderloh & Co.	do	2 93	

			7,648 09

Elder, Dempster & Co.... ...	do	13 60	
David Torrance & Co.... ...	do	5 27	
H. & A. Allan..... ...	do	19 17	
The Beaver Line of Steamships	do	3 00	
The Robert Reford Co., Ltd...	do	18 98	
			124 48
Stationery and postage on pensions remitted by registered letter during 1897.....			10 00
Balance to January, 1898.....			1,878 43
			7,648 09

ALEXANDER ROBERTSON, Treasurer, in account with the Montreal Decayed Pilots' Fund—*Continued.*

STATEMENT OF THE FUND.

Nos.	Series.	—	$ cts.
		Montreal Harbour Debentures—	
20 and 102	R	(Due 5th July, 1906); interest at 6 p. c. = 2 × 500.....	1,000 00
42 and 117-119	R	(do 5th do 1906); do 6 p. c. = 4 × 1,000.....	4,000 00
84	R	(do 5th do 1906); do 6 p. c. = 1 × 2,000.....	2,000 00
21 and 45-49	D	(do 5th do 1915); do 5 p. c. = 6 × 1,000	6,000 00
164-172	F	(do 5th do 1917); do 4 p. c. = 9 × 1,000.....	9,000 00
289-290	G	(do 5th do 1918); do 4 p. c. = 2 × 1,000	2,000 00
64-65	H	(do 5th do 1921); do 4 p. c. = 2 × 1,000.....	2,000 00
139-142	H	(do 5th do 1921); do 4 p. c. = 4 × 1,000.....	4,000 00
231-246	I	(do 5th Jan., 1924); do 4 p. c. =16 × 1.000	16,000 00
		City of Montreal Consolidated Fund—	
165.....		(Due 1st July, 1910); interest at 5 p. c. = 50 × 100.....	5,000 00
		Cash in Montreal City and District Savings Bank at 3 p. c..	1,829 60
		Cash in Commissioners' hands.....	48 83
		Total.....	52,878 43

ALEXANDER ROBERTSON,
Treasurer.

We hereby certify that we have examined the entries for the year 1897 as recorded on sheets hereunto annexed, and have found them to agree with vouchers on file, also that debentures and certificates to the amount of $52,878.43, as described in above statement, have this day been submitted for our inspection.

RIDDELL & COMMON,
Auditors.

MONTREAL, 31st January, 1898.

APPENDIX No. 10.

REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC FOR THE YEAR ENDED 31ST DECEMBER, 1897.

(Under 36 Victoria, Chapter 54.)

QUEBEC, 3rd January, 1898.

To the Honourable Sir L. H. DAVIES, M.P.,
Minister of Marine and Fisheries, &c.,
Ottawa.

SIR,—In compliance with the requirements of the Pilotage Act, 36 Victoria, chapter 54, section 22, I have the honour to submit the following report from the Quebec Harbour Commissioners, as pilotage authority, for the year 1897.

SERVICE OF THE PILOT STATIONS.

Pilot schooner "La Vigie" left for the pilotage grounds on the 14th of April, with eight pilots on board.

On the 1st of May, the pilot schooner "La Mouette" was despatched with twelve pilots.

On the 7th, 14th, 19th, 20th, 22nd and 27th of May, forty-nine pilots were sent down by the Intercolonial Railway.

As usual, all the pilot stations have been provided with pilots during the season, through the Intercolonial Railway and the pilot schooners, and the service has been performed to the satisfaction of the Commissioners.

OLD PILOTS.

Previous to the opening of navigation, all the old pilots, nine in number, who had attained the age of sixty-five and over, were summoned before the Commissioners, under the 32nd section of the Pilotage Act, in order to establish whether they could continue in the exercise of their duties for the ensuing year. They were all found to be able to perform their duties, and their licenses were consequently renewed for one year.

PILOTS SUPERANNUATED.

There has been but one superannuation during the year, that of Mr. Régis Ménard, pilot No. 1 on the active list.

Mr. Ménard, who had attained the advanced age of eighty-two years, entered the pilotage service the 9th of August, 1836, and had thus been continuously employed for over sixty-one years, and the Commissioners have pleasure in recording that during this long and arduous term of service, not one casualty or complaint has been entered against Pilot Ménard.

DEATHS.

One pilot has died during the year. Mr. Annibal Baquet, pilot No. 11 on the list. Mr. Baquet had seen forty-two years of honourable service, in all of which there had been neither accident nor complaint.

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TRIALS.

Five pilots have been brought before the pilotage authority during the season of navigation, all on complaints made by the masters of the vessels they had piloted. In three of these cases the pilots were found guilty, and in two of them a verdict of acquittal was given.

One of the statements annexed to this report conveys all the particulars as to the nature of the complaint and the result of the investigation in each case.

LEAVE OF ABSENCE.

One year's leave of absence, terminating on the 31st of March, 1898, was granted Mr. J. Emillio Couillard, pilot No. 68.

PILOTAGE ON RIVER SAGUENAY.

Application was made to the Commissioners by the Pilot Board to pass and submit for the approval of His Excellency the Governor General in Council, a tariff of pilotage for the River Saguenay The Commissioners decided that, while the River Saguenay was within the pilotage district of Quebec, that under the present statutes, they had no power to frame such tariff or to interfere with the employment of unlicensed pilots by the masters of vessels in the River Saguenay.

TRAVERSE LIGHTS.

The Commissioners, being strongly impressed with the advisability of replacing the lightships in the Traverse by permanent lighthouses, have forwarded the following recommendation to the Honourable the Minister of Marine and Fisheries:—

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, 28th December, 1897.

Honourable Sir L. H. DAVIES, M.P.,
Minister of Marine and Fisheries, &c.,
Ottawa.

SIR,—I have the honour to transmit you, herewith, a short report from Commissioners' chief engineer on the subject of replacing the Traverse lightships by permanent lighthouses.

The Commissioners have been considering the matter for some time, and they are of opinion that if the lightships at present in use in the Traverse were replaced by lighthouses built on piers, that it would be of great advantage to the navigation of the St. Lawrence, would extend the season for another month, and would be in this way of the greatest benefit to the ports of Quebec, Montreal and Three Rivers.

In connection with this subject, the Commissioners would respectfully call your attention to the recent case of the SS. "Boston City." This vessel, destined for the ports of Quebec and Montreal, with a full general cargo was reported off Cape Ray on the 28th of November, and put into Sydney for orders on the 29th November. She was then ordered to Quebec, but the captain, hearing that the lightships had been removed from the Traverse, would not take the responsibility of coming up, and after remaining at Sydney until the 2nd of December to see if some temporary arrangements could not be made, was ordered back to Halifax to discharge cargo, from which it would have to be sent by rail to its destination at a very greatly increased cost, and thus also accentuating the fact that, under present arrangements,

when nearing the close of navigation, a few days' delay (a little longer in making a trip than was calculated on) might prevent any vessel from reaching Quebec or Montreal.

Had there been permanent lighthouses in the Traverse, the SS. "Boston City" could have got up to Quebec and might possibly been able to proceed to Montreal.

In regard to the cost of this proposed improvement, as compared to the present cost of equipping and maintaining the lightships, the Commissioners have no figures to go on, but it seems reasonable to think that, after construction, the lighthouses would entail but a slight expense, while as to the lightships, their equipment and maintenance must be a much larger charge.

The Commissioners would therefore strongly urge this improvement upon the Honourable the Minister, and trust that he will give it his most careful consideration.

I am, sir,
Your most obedient servant,

JAS. WOODS,
Secretary-Treasurer.

HARBOUR ENGINEER'S OFFICE,
QUEBEC, 29th July, 1897.

JAMES WOODS, Esq.,
Sec.-Treas., Harbour Commission.

SIR,—I have the honour to acknowledge the receipt of your letter of the 22nd instant, referring to the Traverse lightships, and beg leave to submit the following:

I find from an examination of the chart of the Traverse that a pier to replace the Lower Traverse lightship would be in about 24 feet of water at low tide, and that a pier to replace the Upper Traverse lightship would be situated in about 30 feet of water at low tide. I would anticipate no great difficulty in placing substantial piers in that part of the river. Mr. Gregory has no report on this subject, but considers, from his knowledge of the locality, that piers could be built. He is, however, of the opinion that a good channel for use with a rising tide can be marked out by fixed lights and ranges in the North Traverse between Madame Island and the Island of Orleans.

I have the honour to be, sir,
Your obedient servant,

ST. GEORGE BOSWELL,
Chief Engineer.

APPRENTICE PILOTS.

Application having been made to the Commissioners, permission was given to the Corporation of Pilots to indenture eighteen apprentices, fifteen of whom were received in April, and the other three in May.

These apprentices will have to serve an apprenticeship of seven years, make four voyages to Europe, and it is made a condition in their indentures that they are not to be admitted to pass their examination before the number of pilots on the active list is reduced to the requirements of the law.

The list of apprentices will now contain twenty-six names; but of these only twenty-four need to be counted, as Nolet and Dugal, through their long absence, are considered to be dead.

PILOTAGE EARNINGS.

According to a return received from the Secretary-Treasurer of the Corporation of Pilots for and below the Harbour of Quebec, their gross earnings for the season have been one hundred and thirty-three thousand five hundred and forty-five dollars and twenty-seven cents ($133,545.27).

Out of this amount, one hundred and twenty-one thousand six hundred and sixty-three dollars and fifty-three cents ($121,663.53) were received from eight hundred and eighty (880) British vessels, and the balance, eleven thousand eight hundred and eighty-one dollars and seventy-two cents ($11,881.72) from one hundred and twenty-two (122) foreign craft.

The total expenses have been twenty-three thousand one hundred and sixty-eight dollars $23,168.00), leaving a balance of one hundred and ten thousand three hundred and seventy-seven dollars and twenty-seven cents ($110,377.27) to be divided among an average of one hundred and twenty-nine (129) pilots, giving them a net dividend of eight hundred and fifty-five dollars and sixty-four cents ($855.64) each.

DIRECTORS OF THE CORPORATION OF PILOTS.

At their annual meeting, held on the tenth day of December last, the pilots elected the following directors to their corporation for the ensuing year:—

Messrs. F. X. Lamarre, Arbel Bernier, Paul Paquet, Edmond Larochelle, Léon Labrecque and Paul Gobeil; and, at a subsequent meeting of the new Board, Mr. F. X. Lamarre was re-elected president.

Annexed to the present report are the various statements not herein alluded to, which contain the information yearly conveyed to your Department by the Commissioners in their capacity of pilotage authority.

I have the honour to be, sir,
Your most obedient servant,

JAS. WOODS,
Secretary-Treasurer.

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, on the active list, on the 31st December, 1897, the number who retired, struck off the active list, or died during the year, the number temporarily suspended, the number who were unable to serve, the number in charge of Government steamers, &c.

Number.	Name.	Age.	Residence.	Number of Pilotages Effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
1	Régis Ménard	82	St. Valier	2	1	3	Pensioned in the month of July.
2	Jérémie Dufresne	81	Quebec	5	5	4	
3	Antoine Gobeil	69	St. Laurent, Orleans	14	13	6	Employed by the Allan Line.
4	Charles Francis Brown	70	Quebec	7	7	4	
5	Paul Pâquet	66	St. John, Orleans	5	7	4	
6	Joseph Pouliot	71	do	6	5	4	
7	Georges Normand	67	Crane Island.	6	5	5	
8	David Damour	65	Trois Pistoles	0	0	0	One of the directors of the Corporation of Pilots. Not re-elected at last election.
9	Charles Vézina	63	St. Michel, Bellechasse	13	13	0	Employed by the Allan Line.
10	Numa Lachance	63	do	16	12	0	do do
11	Annibal Bacquet	62	Quebec	0	0	0	Sick part of the season. Died 30th May.
12	Joseph Gravel	71	do	6	5	4	
13	Auguste Couillard Desprès	61	Lauzon, Lévis	12	12	0	Employed by the Black Diamond Line.
14	Jean-Bte. Pouliot	56	St. John, Orleans	4	4	5	
15	Jean Gobeil	61	do	4	2	3	Sick since the month of September.
16	Joseph Pâquet	60	Quebec	5	5	4	
17	Louis Edmond Morin	59	do	16	20	1	Employed by the Thomson Line.
18	Moïse Lachance	60	St. John, Orleans.	5	6	5	
19	Joseph S. Brown	63	Quebec	7	7	4	do Dominion Line.
20	Hubert Raymond	58	do	9	9	3	
21	Achille Damour	58	St. Valier	5	4	4	
22	Joseph Pouliot	54	St. John, Orleans	0	0	0	Sick all the season.
23	Edmond Larochelle, sen	54	Quebec	9	9	1	Kingman, Brown Co.
24	Ant. Thomas Chouinard	63	Pointe au Père	5	2	3	Sick since the month of September.
25	Laurent Godbout	54	Quebec	6	5	5	
26	Adelme Pouliot	58	St. Laurent, Orleans	12	11	1	Employed by the Dominion Line.
27	Bart. Pepin dit Lachance	52	St. John, Orleans	6	5	5	
28	Frs.-Xav. Delisle	52	Quebec	5	5	4	
29	Jos. Pepin dit Lachance	63	do	7	7	5	
30	Damien Eugène Boulanger	54	Tadousac	0	0	0	Master of the Saguenay Station.
31	Cyprien Langlois	53	St. John, Orleans	5	5	4	
32	Jean Delisle	52	do	9	9	2	

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, &c.—*Continued.*

Number.	Name.	Age.	Residence.	Number of Pilotages Effected. Inwards.	Outwards.	Movages.	Casualties and Remarks.
33	Nazaire Curodeau	50	Quebec	0	1	1	Sick all the season.
34	Charles Normand	51	do	6	5	4	
35	Napoléon Rioux	52	Ste. Petronille, Orleans	5	5	4	
36	Jean-Bte. Tremblay	54	Quebec	0	0	0	One of the directors of the Corporation of Pilots. Not re-elected at last election.
37	Ray. Baquet dit Lamontagne	52	Notre Dame, Lévis	13	14	1	Employed by the Beaver Line.
38	Frs.-Xav. Lamarre	51	St. Valier	0	0	0	President of the Corporation of Pilots. Re-elected at last election.
39	Moïse Pouliot	49	St. John, Orleans	11	12	1	Employed by the Dominion Line.
40	Paul Gobeil	51	do	6	5	4	
41	Chs. Alarie Raymond	49	Château Richer	5	5	5	
42	Victor Vézina	52	Quebec	19	15	2	do Thompson Line.
43	L. B. O. Goutron dit Larochelle	50	St. Michel, Bellechasse	16	13	1	do Allan Line.
44	Chs. Hermie *alias* A. Bernier	52	do	0	0	0	One of the directors of the Corporation of Pilots. Re-elected at last election.
45	Louis Robert Demers	51	Quebec	16	16	1	Employed by the Quebec SS. Co.
46	Vital Ephrem Chamberland	57	St. Michel, Bellechasse	5	6	4	
47	Joseph G. Dupil	50	Quebec	12	15	0	do Allan Line.
48	Joseph Fortier	53	St. John, Orleans	9	9	3	do Black Diamond Line.
49	Nestor Lachance	52	do	5	5	5	
50	Cyrille Audet dit Lapointe	52	St. Michel, Bellechasse	5	5	4	
51	Joseph Lapointe	54	St. Laurent, Orleans	5	5	5	
52	Pierre Pepin dit Lachance	48	Montreal	15	15	2	do do
53	Théophile Gourdeau	53	Lauzon, Lévis	9	9	1	do do
54	Isiode Noël	47	St. John, Orleans	8	5	4	
55	Jean Evariste Adam	53	Trois Saumons	5	6	5	
56	Alfred Larochelle	47	St. Michel, Bellechasse	13	11	1	do Beaver Line.
57	Théophile Corriveau	50	Quebec	7	8	3	
58	Elzéar Godbout	49	do	11	11	1	do Black Diamond Line.
59	George Couillard Desprès	49	Bienville, Lévis	5	5	4	
60	Pierre Gobeil	49	St. John, Orleans	10	11	1	do do
61	Théodule Pepin dit Lachance	52	Montreal	12	12	2	do do
62	Achille Trefflé Simard	40	St. Joseph, Lévis	21	20	0	do London and Head Line.
63	Jean-Bte. Patoine	46	Montreal	10	9	2	do Black Diamond Line.
64	Narcisse Lavoie	48	Ste. Luce, Rimouski	6	5	5	Master of SS. "Greetlands."

65	Joseph Emilio Couillard	46	Quebec	7	6	3	
66	Louis Albert Boyer	52	St. John, Orleans	5	4	4	
67	Adélard Santerre	47	St. Michel, Bellechasse	15	17	1	Employed by the Allan Line.
68	Onésime Noël	45	St. John, Orleans	16	18	1	do Thomson Line.
69	Napoléon Baillargeon	47	Ste. Pétronille, Orleans	5	6	4	
70	Jos. Frs. X. Bernier	45	Quebec	16	17	1	Employed by the Donaldson & Ross Line.
71	Frs.-X. Demeule	45	St. John, Orleans	0	0	0	Master of pilot schooner No. 5.
72	Louis Honoré Lapierre	47	Notre Dame, Lévis	11	11	3	Employed by the Black Diamond Line.
73	Jos. Eugène Lachance	43	St. John, Orleans	4	6	5	
74	David Arthur Bouffard	43	St. Laurent do	5	6	4	
75	Jean Théophile St. Laurent	46	Quebec	16	18	1	do Dominion Line.
76	Jacques Georges Dugas	45	do	5	4	4	
77	Joseph Victor Gourdeau	50	Ste. Pétronille, Orleans	8	8	1	do Black Diamond Line.
78	Louis *alias* Trefflé Delisle	43	Trois Pistoles	5	4	5	
79	Jean-Bte. Couillard	46	Cap St. Ignace	5	5	5	
80	Chs. Pelletier	47	St. Michel, Bellechasse	6	5	4	
81	Jos. *alias* Philéas Langlois	51	St. John, Orleans	0	0	0	Master of pilot schooner No. 2.
82	Nazaire Delisle	48	do do	5	5	4	
83	J. E. Bonaventure Lavoie	45	Ste. Luce, Rimouski	6	4	5	
84	Ajutor Baillargeon	43	Ste. Pétronille, Orleans	13	12	1	Employed by the Black Diamond Line.
85	Samuel Rioux	44	Quebec	14	14	1	do Allan Line.
86	Chs. Octave Clavet	43	St. Michel, Bellechasse	15	14	1	do Black Diamond Line.
87	Paul Lachance	41	Quebec	14	12	1	do Johnston Line.
88	Arcadius Jouvin	39	Ste. Luce, Rimouski	6	5	4	
89	Léon Lebrecque	47	St. Laurent, Orleans	0	0	0	One of the directors of the Corporation of Pilots. Re-elected at last election.
90	Paul Lachance	42	St. John do	8	8	1	
91	Joseph Pouliot	41	do do	5	5	4	
92	Joseph Larochelle	40	St. Michel, Bellechasse	6	4	4	
93	Adjutor Lachance	39	do do	4	6	5	
94	Frs. Gaudreau	46	Quebec	5	5	4	
95	Arthur Kœnig	46	L'Islet	12	11	1	
96	Eugène Anctil	38	St. Jean Port Joli	5	5	4	
97	David Dumas	44	Notre Dame, Lévis	5	5	4	
98	Jos. Lachance	43	St. Laurent, Orleans	0	0	0	Master of pilot schooner No. 1.
99	Paul Pâquet	39	St. John do	0	0	0	One of the directors of the corporation of Pilots. Re-elected at last election.
100	Alphonse Pouliot	45	do do	6	4	5	
101	Elzéar Normand	38	L'Islet	6	5	4	
102	Jean Bernier	38	do	18	15	1	Employed by the Donaldson and Ross Line.
103	Joseph Pâquet	36	St. John, Orleans	5	6	5	
104	Jean A. Lachance	35	St. Henri, Lévis	4	5	4	
105	Arthur Baillargeon	40	Ste. Pétronille, Orleans	5	5	5	
106	Joseph Vézina	36	St. Laurent do	5	5	4	
107	Hérméneguilde Guinard	39	St. Thomas, Montmagny	5	5	5	
108	Elzéar Desrosiers	44	Quebec	5	4	4	
109	John J. A. Irvine	41	Green Island	0	0	0	Master Red Island lightship.
110	Frederick Bouffard	40	St. Laurent, Orleans	6	4	4	
111	Jules Asselin	36	St. Michel, Bellechasse	7	7	2	
112	Prudent Marmen	38	Beauport	4	5	4	

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, &c.—*Concluded.*

Number.	Name.	Age.	Residence.	Number of Pilotages Effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
113	Lucien Lachance	36	Notre Dame, Lévis	15	15	1	Employed by the Black Diamond Line.
114	Alfred Dion	39	Green Island	5	4	5	
115	Camille Bernier	39	St. Michel, Bellechasse	24	9	1	Dominion, Liverpool and Bristol Line.
116	Moïse Bloum	46	St. John, Orleans	5	5	4	
117	Moïse *alias* Laurent Godbout	37	Quebec	22	23	1	Employed by the London and Head Line.
118	Alfred Godreau	44	Cap St. Ignace	3	7	4	
119	Alfred Raymond	36	Kamouraska	4	6	4	
120	Philéas Lachance	37	St. John, Orleans	12	12	2	do Black Diamond Line.
121	Joseph H. Talbot	35	Berthier	14	14	1	do do
122	Moïse Arthur Lachance	34	St. John, Orleans	5	5	5	
123	Louis Frs. Thivierge	31	do do	5	4	5	
124	François *alias* Joseph N. Dallaire	36	St. Laurent do	4	6	3	
125	Joseph Emilien *alias* Emile Lachance	31	St. John do	5	6	4	
126	Alphonse Asselin	32	St. Michel, Bellechasse	12	13	2	Employed by a collier.
127	Edmond Larochelle	31	do do	13	13	1	Employed by the Johnston Line.
128	Joseph Plante	31	St. Paul's Bay	5	4	4	
129	Alphonse Pâquet	31	St. John, Orleans	6	6	4	
130	Paul *alias* Napoléon Pouliot	38	do do	6	5	5	
131	Arthur Dorion	41	St. Joseph, Lévis	4	9	4	
132	Adélard Bernier	36	Quebec	18	17	1	do Dominion Line.

Certified.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 3rd January, 1898.

JAS. WOODS,
Secretary-Treasurer.

TIDE Register for 1897 from a gauge at the Lévis Dry Dock, the zero of which is level with the sill of the dock, or 7 feet below low waterspring tide.

JANUARY.

Highest tide 27·40 feet on 21st, 8.15 p.m.
Lowest tide 6·75 feet on 31st.
West wind during 18 days.
East wind during 12 days.
South wind during 1 day.

FEBRUARY.

Highest tide 27·30 feet on 18th, 7.10 p.m.
Lowest tide 5·90 feet on 28th.
West wind during 18 days.
East wind during 8 days.
South wind during 2 days.

MARCH.

Highest tide 29·80 feet on 25th, 10.55 a.m.
Lowest tide 5·40 feet on 5th.
West wind during 17 days.
East wind during 13 days.
South wind during 1 day.

APRIL.

Highest tide 28·50 feet on 18th, 6.25 a.m.
Lowest tide 6·50 feet on 3rd.
West wind during 15 days.
East wind during 14 days.
South wind during 1 day.

MAY.

Highest tide 27·80 feet on 17th, 6.10 a.m.
Lowest tide 9·40 feet on 16th.
West wind during 12 days.
East wind during 19 days.

JUNE.

Highest tide 27·80 feet on 16th, 6.50 a.m.
Lowest tide 9·50 feet on 29th.
West wind during 16 days.
East wind during 14 days.

JULY.

Highest tide 27·30 feet on 14th, 6.00 a.m.
Lowest tide 9·10 feet on 8th.
West wind during 12 days.
East wind during 19 days.

AUGUST.

Highest tide 26·80 feet on 12th, 5.55 a.m.
Lowest tide 8·50 feet on 13th.
West wind during 21 days.
East wind during 10 days.

SEPTEMBER.

Highest tide 26·10 feet on 28th, 7.25 p.m.
Lowest tide 8·00 feet on 29th.
West wind during 24 days.
East wind during 6 days.

OCTOBER.

Highest tide 26·80 feet on 28th, 7.40 p.m.
Lowest tide 7·50 feet on 10th.
West wind during 22 days.
East wind during 7 days.
North wind during 2 days.

NOVEMBER.

Highest tide 27·40 feet on 26th, 7.40 p.m.
Lowest tide 7·40 feet.
West wind during 17 days.
East wind during 11 days.
South wind during 1 day.
North wind during 1 day.

DECEMBER.

Highest tide 27·80 feet on 11th, 7.45 p.m.
Lowest tide 6·70 feet on 25th.
West wind during 21 days.
East wind during 10 days.

U. VALIQUET,
Supt. Lévis Dr

PILOTAGE TARIFF.

RATES of Pilotage for the Harbour of Quebec and below as per by-law passed by the Quebec Harbour Commissioners, on the 18th June, 1891, and sanctioned by His Excellency the Governor General in Council, on the 26th of June, 1891.

TABLE I.

RATES of Pilotage for the Harbour of Quebec and below, for each foot of draught of water.

From	To	From the 1st May to the 10th Nov.	From the 10th Nov. to the 19th Nov	From 19th Nov. to the 1st March.	From the 1st March to the 1st May.
Bic Island or any place below the anchorage of Brandy Pots, off Hare Island	Anchorage or mooring ground in the Basin or Harbour of Quebec	$3.87	$4.95	$6.02	$4.41
The anchorage ground at the Brandy Pots off Hare Island or any place above the said anchorage ground and below St. Roch's Point....	do do ..	⅔ do	⅔ do	⅔ do	⅔ do
St. Roch's Point or any place above this Point and below the Point aux Pins, on Crane Island.....	do do ..	⅓ do	⅓ do	⅓ do	⅓ do
Pointe-aux-Pins or Crane Island or any place below St. Patrick's Hole.....	do do .	¼ do	¼ do	¼ do	¼ do
The anchorage or mooring ground in the Basin or Harbour of Quebec.....	Bic Island or the place where the pilot shall be discharged in the river below Quebec..	$3.40	$4.46	$5.54	$3.93

TABLE II.

RATES of Pilotage for the Harbour of Quebec and below.

From	To	$ cts.
Any wharf in the Harbour of Quebec between Pointe-à-Carcy, below, and the west end of the Allans' wharf above, both inclusive.....	Any other wharf within said limits.....	2 50
Any place in the Harbour of Quebec not being a wharf within the above mentioned limits.....	Any other place in the said harbour not being a wharf within the said limits....	5 00

Pilots taking charge of vessels at St. Patrick's Hole or above it, shall be entitled to no more than the sum allowed in Table II. for piloting vessels from one part of the harbour to another.

J. B. LALIBERTE, *Chairman.*
JAS. WOODS, *Secretary-Treasurer.*

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, 3rd January, 1898.

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the year 1897, before the Quebec Harbour Commissioners, under the authority of the Pilotage Act, 36 Vic., chap. 54 and 45 Vic., chap. 32, sec. 4.

Name of Pilot Tried.	Nature of Complaint.	Date of Trial.	Result.
Louis Honoré Lapierre.....	Causing bk. "India" to collide with the Cross Wall.	July 8....	Found guilty, condemned in $40 and costs.
Alfred Godreau.....	Causing ss. "Derwent Holme" to run over the shoal at St. Jean Port Joli.	August 13.	Found guilty of an error of judgment in not ascertaining the proper distance when off the Pillars Lights, and condemned in costs of case.
Moïse *alias* Laurent Godbout.	Causing ss. "Derwent Holme" to strike some obstruction while at anchor off White Island.	August 16.	Acquitted,
Charles Normand.....	Causing the bk. "P. Wickstrom, jr." to collide with the break-water.	October 1 and 6.	Acquitted.
George Couillard Desprès...	Causing the ss. "Turret Cape" to run ashore on St. Valier's Reef.	Dec. 6.	Found guilty of the charge lodged against him in so much that he did not exercise due care in verifying his course; but that in consideration of his long and clear record of twenty-seven years' service in which there has been neither accident or complaint, in place of suspending him condemns him in a fine of $40 and the costs of the case.

Certified.

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, 3rd January, 1898.

QUEBEC HARBOUR COMMISSION.

LIST of Apprentice Pilots immediately under the Quebec Harbour Commissioners' Pilotage Authority on the 31st December, 1897.

Number	Names.	When Indentured.	Remarks.
1	George Duval	April 11, 1871.	Absent since the fall of 1877.
2	Ernest Nolet	Mar. 19, 1874.	Absent since the fall of 1878.
3	Adélard Vézina	May 24, 1883.	It is stipulated in the indentures of those apprentices, that they will not be admitted to pass their examination before the number of pilots is reduced to 125 as provided for by the Act 45 Vic., chapter 32.
4	Jean-Baptiste Pouliot	do 24, 1883.	
5	Joseph Thivierge	do 24, 1883.	
6	Léonidas Lachance	do 24, 1883.	
7	Eudore Langlois	do 24, 1883.	
8	Frs. Xav. Eustache *dlias* Wm. Doiron	July 12, 1883.	
		Received.	
9	Joseph Delisle	April 26, 1877.	It is to be embodied in the indentures of those apprentices that they are not to present themselves for examination and admission as branch pilots till the number on the active list is reduced to the requirements of the law. It is to be further stipulated in the indentures of Adélard Delisle and Joseph Normand, that they must pass a second preliminary examination within one year from the date of their reception.
10	Jules Lachance	do 26, 1877.	
11	Auguste Lansterre	do 26, 1877.	
12	Arthur Larochelle	do 26, 1877.	
13	Alexandre Larochelle	do 26, 1877.	
14	Raoul Lachance	do 26, 1877.	
15	Wm. Langlois	do 26, 1877.	
16	Arthur Paquette	do 26, 1877.	
17	Ernest Bernier	do 26, 1877.	
18	Joseph Dupil	do 26, 1877.	
19	Arthur Baquet	do 26, 1877.	
20	Jules Lamarre	do 26, 1877.	
21	George Larochelle	do 29, 1897.	
22	L. Eug. Lachance	do 29, 1897.	
23	Adélard Delisle	do 29, 1897.	
24	Paul Gobeil	May 25, 1897.	
25	Peter Laureat Lachance	do 25, 1897.	
26	Joseph Normand	do 25, 1897.	

Certified.

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, 3rd January, 1898.

QUEBEC, 31st December, 1897.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to forward a detailed statement in duplicate of t moneys received and expended by the Decayed Pilot Fund of Quebec for the ye 1897; also a statement of the moneys received and expended by the Corporatio of Pilots, viz.:—

The total amount received by the Corporation of Pilots was	$133,545 27
Total amount expended	23,168 00
Leaving a balance of	$110,377 27

to be distributed among 129 pilots, giving a net dividend to each of $855.64.

One hundred and twenty-two foreign vessels paid $11,881.72 and eight hu dred and eighty British vessels paid $121,663.55.

All of which is respectfully submitted.

F. X. DION,
Secretary-Treasurer.

THE CORPORATION OF PILOTS.

:MENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, during the year 1897.

RECEIPTS.

nce of 1896	$13,126 49
rporation of Pilots' Capital Acc't.	600 00
s	45 00
·ntage or contribution of Pilots..	9,412 92
t on investment	3,467 50
t by Savings Bank	361 46
	$27,013 37

EXPENDITURE.

ions	$ 7,763 55
of	526 06
l expenses	3 50
	550 00
in Savings Bank	17,900 58
on hand	269 68
	$27,013 37

PENSIONERS RELIEVED BY THE FUND.

Jean	$ 129 51
ard, Thomas	66 64
, Joseph	182 64
au, Nazaire	119 47
, Annibal	27 80
	$ 526 06

ISIONERS AT THE EXPENSE OF THE FUND.

nt paid to each during the year, from the 1st November, 1896, to 1st November, 1897.

Twelve Pilots, $100 to $125.

Jean	$ 115 00
d, David	115 00
rd, Jos. Ph.	115 00
, Victor	115 00
Edouard	115 00
Dominique, died 28th April, 1897	55 00
te, Antoine	115 00
, Joseph	115 00
, Jean	115 00
J. Bte	115 00
ay, Laurent	115 00
l, Régis, pensioned 1st August, 7	30 00
	$1 ,235 00

One Pilot, at $90 to $110.

ilt, Dominique	$ 105 50
	$ 105 50

Three Pilots, at $84 to $100.

, Abraham	$ 96 00
rent, Amable	96 00
Alexis	96 00
	$ 288 00

Two Pilots, at $82 to $98.

Dick, Ovide	$ 94 00
Lapointe, Cyrille, arrearages	20 50
" " account	69 50
	$ 184 00

Two Pilots, at $80 to $96.

Corriveau, F. X., died 5th March, 1897	$ 21 10
Pelletier, François	92 00
	$ 113 10

Three Pilots, at $73 to $88.

Charest, Pierre	$ 84 25
Pouliot, Paul	84 25
Raymond, Léandre	84 25
	$ 252 75

Two Pilots at $47 to $57.

Forbes, James	$ 54 50
Larochelle, Lawrence	54 50
" " died Dec. 10, 1897.	10 66
	$ 119 66

WIDOWS OF PILOTS.

Twenty-one Widows, at $58 to $70.

Widow Audet dit Lapointe, George	$ 67 00
" Bernier, J. Bte	67 00
" Brown, Charles	67 00
" Caron, Maximin	67 00
" Delisle, Magloire	67 00
" Dumas, Charles	67 00
" Dumas, François	67 00
" Dion, Jean Bte	67 00
" Dick, Joseph	67 00
" Godbout, Laurent	67 00
" Girard, Dominique, pensioned from 1st May, 1867	35 00
" Jouvin, Hilaire	67 00
" Laprise, Louis	67 00
" Langlois, Paul	67 00
" Lavoie, Ls. Jos	67 00
" Lapierre, Pierre	67 00
" Marcoux, Edouard	67 00
" Pelletier, Alexis	67 00
" Pettigrew, Edouard	67 00
" Sylvestre, Yves, died 24th March, 1897	22 82
" Vaillancourt, Alexandre	67 00
	$ 1,330 82

Twenty Widows, at $55 to $66.

Widow Bacquet, Annibal, pensioned 1st August, 1898	$ 33 00
" Coulombe, Jean	63 25
" Fontaine, Louis	63 25
" Delisle, F. X	63 25
" Dumas, Hubert	63 25
" Dion, Julien	63 25
" Forgues, Narcisse	63 25
" Fontaine, Pierre	63 25

STATEMENT of Moneys received and disbursed by the Corporation of Pilots fc Decayed Pilot Fund of Quebec, &c.—*Continued.*

Widow	Gourdeau, Pierre	$ 63 25
"	Guénard, Michel	63 25
"	Lachance, F. X.	63 25
"	Lachance, Barth.	63 25
"	Lamarre, Jean Frs	63 25
"	Laprise, Pierre	63 25
"	Lemieux, Pierre	63 25
"	Marticotte, Isaïe	63 25
"	Morency, Jos	63 25
"	Raymond, Jos.	63 25
"	Reuelland, Pierre, arrears	13 75
"	" " "	63 25
"	Thivierge, Louis	63 25
		$ 1,248 50

Ten Widows, at $54 to $65.

Widow	Adam, J. C	$ 62 25
"	Babin, Damase	62 25
"	Demers, Edouard	62 25
"	Dorion, Eustache	62 25
"	Fortin, Nicolas	62 25
"	Genest, Amable	62 25
"	Gaudreau, François	62 25
"	Lapointe, Joseph	62 25
"	Leclerc, Louis Ol	62 25
"	Plante, Gabriel	62 25
		$ 622 50

Six Widows, at $52 to $63.

Widow	Bouchard, Antoine	$ 60 25
"	Cinq-Mars, David	60 25
"	Crépault, Louis	60 25
"	Curodeau, Pierre	60 25
"	Mercier, Magloire	60 25
"	Roy, Alexis	60 25
		$ 361 50

Nine Widows, at $50 to $60.

Widow	Fournier, Amable	$ 57 50
"	Glynn, Dennis	57 50
"	Irvine, William	57 50
"	Langelier, Fabien	57 50
"	Langlois, Julien, ac	42 50
"	Laroche, Jean Bte	57 50
"	Lavoie, A. (L. M.)	57 50
"	Noël, Henri	57 50
"	Ross, Pierre	57 50
		$ 502 50

Nine Widows, at $48 to $58.

Widow	Talbot, J. Bte., arrears	$ 12 00
"	Talbot, " 1 year	55 50
"	Caron, Germain	55 50
"	Côté, François	55 50
"	Dion, Jean	55 50
"	Kœning, C. F	55 50
"	Lachance, Ovide	55 50
"	Lévesque, Joseph	55 50
"	Pelletier, Jean, died Aug. 15, 1897	43 42
"	Pineau, Benjamin	55 50
		$ 499 42

Five Widows, at $40 to $48.

Widow	Côté, Célestin, arrears	$ 10 00
"	Côté, " year	46 00
"	Desrosiers, Pierre	46 00
"	Dion, Jos., pensioned Aug. 1, '97	39 33
"	Lachance, F. X. (M. L.)	46 00
"	Turgeon, Edouard	46 00
		$ 233 33

Five Widows, at $34 to $40.80.

Widow	Dandurand, Jacques	$
"	Keable, André	
"	Morency, Guill	
"	Pelletier, David	
"	Rouleau, Pierre	
		$

Six Widows at $32 to $38.40.

Widow	Caron, Fabien	$
"	Côté, Magloire	
"	Langlois, Ls. (A. R.)	
"	McNeil, Thomas	
"	Simard, George, died 12th July, 1897	
"	Turgeon, Alfred	
		$

CHILDREN.

Child of	Boutin, Thomas, inf. (1)	$
"	Bernier, Ch., died 29th May, 1897	
"	Couillard, Hilaire, arrears	
"	Couillard, " inf. a/c	
"	Dugas, Jean, inf (1)	
"	Dupuis, F., died 20th October, 1897, inf	
"	Forbes, James, inf (2)	
"	Fortin, N., inf (1)	
"	Giroux, Jean, inf. (1)	
"	Jahan, Joseph, inf (1)	
"	Langlois, Joseph, inf (1)	
"	Laprise, P. S (2)	
"	Toussaint, P., inf (1)	
"	Plante, Jos., inf., arrears (1)	
"	Plante, " year	
"	Noël, F., pensioned 14th April, 1897, inf (1)	
"	Chouinard, Ch., pensioned 1st May, 1897, inf (1)	
		$

RECAPITULATION OF PENSIONS.

12 pilots	at $100 to $120		$ 1,
1	" 92 to 110		
3	" 84 to 100		
2	" 82 to 98		
2	" 80 to 96		
3	" 73 to 88		
2	" 47 to 57		
25 pilots.			
21 widows	at $58 to $70 00		$ 1,
20	" 55 to 66 00		1,
10	" 54 to 65 00		
6	" 52 to 63 00		
9	" 50 to 60 00		
9	" 48 to 58 00		
5	" 40 to 48 00		
5	" 34 to 40 80		
6	" 32 to 38 40		
91 widows.			
17 children	at $15, $12.50, $10, $18, $15, $12		
			$7,
133 pensioners.			

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, &c.—*Concluded.*

Dr. Receipts.		Cr.	
To balance of 1896	$13,126 49	By pensions, relief paid during the year 1897:—	
Trustees of Quebec roads, 1 year's interest to 1st July, 1897, on $22,800, at 6 per cent	1,368 00	By relief	$ 526 06
The City of Quebec, 1 year's interest to 1st July, 1897, on $9,000, at 7 per cent	630 00	By arrears of pensions to 31st December, 1897	73 38
Treasury Department, 1 year's interest to 1st July, 1897, on $20,000, at 5 per cent	1,000 00	By quarter ending 31st January, 1897	1,698 24
The Corporation of Pilots, 1 year's interest on $1,600 at 4 per cent	64 00	By quarter ending 30th April, 1897	1,999 35
Church Trustees, St. Fulgence, 1 year's interest on $2,500, at 5 per cent	125 00	By quarter ending 31st July, 1897	2,011 90
Guillaume Bouchard, 1 year's interest on $2,400, at 5 per cent	120 00	By quarter ending 31st October, 1897	1,980 68
The Municipality of St. Joseph de Lévis, 1 year's interest on $3,200 at 5 per cent	160 50	By general expenses	3 50
The Savings Bank, 1 year's interest on current account to 25th May, 1897	361 46	Salary of secy.-treasurer and assistant	550 00
Contributions of pilots	9,348 18	Deposit at savings bank—National Bank	17,900 58
Received from captain and acting pilots	64 74	By balance on hand	269 68
Corporation of Pilots, fines	45 00		$27,013 37
On account of capital remitted	600 00		
	$27,013 37		

STATEMENT OF FUND.

Moneys loaned	$60,945 83
Money in savings bank	17,900 58
Money in secretary-treasurer's hands	269 68
	$79,116 09
To deduct the arrears of pensions due this day	116 00
	$79,000 09

F. X. DION,
Secretary-Treasurer.

We, the undersigned, officially appointed to revise the books and accounts of the Decayed Pilot Fund of Quebec, certify to having minutely examined them and find them correct.

T. BOISSINOT,
Accountant.

CHAS. A. RAYMOND,
N. CURODEAU,
Auditors.

QUEBEC, 31st December, 1897.

F. X. DION—in current account with the Corporation of Pilots of Quebec to 3 December, 1897.

Dr.		Cr.		
To Balance of 1896	$728 21	By Pilots' boats		$ 88
Reserve fund of 1896	500 00	Pilots' expenses		65
Pilots' retiring fund	750 00	Pilot boat "Price"		73
Customs Montreal	73,107 72	General expenses	$ 1,706 88	
" Three Rivers	2,468 61	less	1 50	
" Chicoutimi	534 13			1,70
" Tadoussac (St. Etienne)	383 10	Provisions	1,557 86	
" Sorel	1,071 74	less	67 05	
" Batiscan	371 43			1,49
" St. Thomas de Montmagny	1,535 56	Rent	623 63	
" Trois-Pistoles	126 20	less	90 00	
Banque Nationale	116 72			53
Lost time	2,644 52	Loan paid on account		60
Fines	280 00	Seamen's wages		1,05
Pilotage collected at Quebec	53,946 78	Cook's wages		50
		Indemnity to directors		60
		Indemnity to captains		27
		Indemnity for Saguenay		25
		Pilot boat shares		2,50
		Interest paid on loan		64
		Insurance		10
		Pilotage refunded		31
		Salaries of employees		1,55
		Deceased pilots' fund		9,34
		Retired pilots' fund		750
		Reserve fund		500
		Dividends		113,210
		Balance		936
	$138,564 72			$138,564

F. X. DION,
Secretary-Treasurer.

We, the undersigned, officially appointed to audit the books and accounts the Corporation of Pilots of Quebec, certify to having minutely examined the and find them correct.

T. BOISSINOT,
Accountant.

CHS. A. RAYMOND,
N. CURODEAU,
Auditors.

QUEBEC, 31st December, 1897.

APPENDIX No. 11.

REPORT OF THE PILOTAGE AUTHORITY OF HALIFAX FOR THE YEAR ENDED 31ST DECEMBER, 1897.

HALIFAX, N.S., 8th January, 1898.

Hon. Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg leave to submit for the information of the department, the inclosed returns of the pilotage authority of the district of Halifax, N.S., viz.:—

Statement of receipts and expenditure.
Statement of superannuation fund.
Return of vessels entered, British and Foreign.
Statement of vessels outward, British and Foreign.
List of licensed pilots.

Respectfully,
Your obedient servant,

J. TAYLOR WOOD,
Secretary-Treasurer.

STATEMENT of Receipts and Expenditures for the year ended 31st December, 1897.

CR.	$ cts.
Balance, December 31st, 1896	1,297 57
Outward pilotage	1,457 11
Commissions	1,352 64
Interest, &c	366 78
Licenses and bonds	104 00
	4,578 10
DR.	
Salary, secretary and treasurer	600 00
Rent, taxes, heating, &c.	325 00
Printing, stationery, expenses visiting stations	516 88
Superanuation Fund	1,041 90
Balance, December 31st, 1897	2,094 32
	4,578 10

J. TAYLOR WOOD,
Secretary-Treasurer.

STATEMENT of Superannuation Fund.

CR.	$ cts.	$ cts.
Balance, December 31st, 1896		13,554 86
Interest, &c	366 78	
Commissions	675 12	
		1,041 90
		14,596 76
Less paid pensions		485 00
		14,111 76
DR.		
Dominion stock	5,200 00	
Savings Bank	6,677 77	
Special deposit	2,000 00	
Union Bank	233 99	
		14,111 [illegible]

J. TAYLOR WOOD,
Secretary-Treasurer.

LIST of Pilots of the Port of Halifax.

No.	Name.	Residence.	Age.
1			
2	William Fleming	Halifax	[illegible]
3	James Holland	Duncan's Cove	6[illegible]
4	William Baker	Halifax	6[illegible]
5	Bernard Gallagher	do	7[illegible]
6	Daniel Martin	Ketch Harbour	52
7	Joseph Reno	Herring Cove	72
8			
9	Hugh Munro	Halifax	62
10	Jeremiah Holland	Duncan's Cove	65
11	Edward Byers	Halifax	56
12	James Hanrahan	Ferguson's Cove	60
13	William Beazley	do	57
14	John Hayes	Halifax	47
15	James Spears	do	39
16	John Beazley	do	37
17			
18	Charles F. Martin	Halifax	32
19	William White	Ferguson's Cove	40
20	Thomas Hayes	Herring Cove	38
21	Thomas Reno	do	37
22	Frank Mackay	Halifax	25
23	Henry Latter	do	33
24			
25	James Conway	Ferguson's Cove	35
26	James Fleming	Ketch Harbour	58
.....	*William Hayes	Herring Cove	33
.....	*William Gorman	do	33
.....	*Frank Thomas	do	2

*2nd class pilot.

J. TAYLOR WOOD,
Secretary-Treasurer.

RETURN of Vessels entered Inward at the Port of Halifax, N.S., from 1st January, 1897, to 31st December, 1897 (subject to compulsory pilotage).

BRITISH.

Schooners.	Brigantines.	Barquentines.	Barques.	Ships.	Steamers.	Barges.	Tonnage.	Amount Pilotage Dues.
								$ cts.
103	24	11	4	3	579	66	688,480	12,338 10

FOREIGN.

39	5	6	49	1	121	... .	168,326	3,271 50
142	29	17	53	4	700	66	856,806	15,609 60

RETURN of Vessels entered Outwards at the Port of Halifax, N.S., from 1st January, 1897, to 31st December, 1897 (subject to compulsory pilotage).

BRITISH.

Schooners.	Brigantines.	Barquentines.	Barques.	Ships.	Steamers.	Barges.	Tonnage.	Amount Pilotage Dues.
								$ cts.
16	4	12	5	3	500	18	645,458	6,370 76

FOREIGN.

14	4	4	47	1	121	.....	163,870	1,789 40
30	8	16	52	4	621	18	809,328	8,160 16

J. TAYLOR WOOD,
Secretary-Treasurer.

APPENDIX No. 12.

REPORT OF THE PILOTAGE AUTHORITY OF THE DISTRICT OF ST. JOHN FOR THE YEAR ENDED 31ST DECEMBER, 1897.

OFFICE OF PILOTAGE AUTHORITY,
DOMINION OF CANADA,
DISTRICT OF ST. JOHN, N.B., 6th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Inclosed herewith please find the annual returns for pilotage for this district, for the year ending the 31st December. 1897, which, I trust, you will find in order.

I have the honour to be, sir,
Your obedient servant,

J. W. THOMAS,
Secretary St. John Pilot Commissioners.
Master, SS. Campana.

OFFICE OF PILOTAGE AUTHORITY,
DOMINION OF CANADA,
DISTRICT OF ST. JOHN, N.B., 31st December, 1897.

STATEMENT of Receipts and Expenditures for the year ended 31st December. 1897.

RECEIPTS.	$ cts.	$ cts.
Licenses to 30 pilots at $5	150 00	
do 6 boats at $10	60 00	
		210 00
25 cents per foot on outward pilotage from Port of St. John, to date	2,048 41	
25 do do do Musquash, to date	15 00	
		2,063 41
Commissioners fees for services, &c., returned for instructions of Minister		800 00
		3,073 41
EXPENDITURES.		
Stationery, books, &c.	34 90	
Auditing accounts for 1896	25 00	
Office rent, 1 year to 1st November.	100 00	
Salary, Sec.-Treasurer, 1 year to date	800 00	
Lease expenses.	275 00	
Sundries	6 50	
		1,241 40
Balance placed to credit of Pilot Fund Account		1,832 01
		3,073 41

J. W. THOMAS,
Secretary.

OFFICE OF PILOTAGE AUTHORITY,
DOMINION OF CANADA,
DISTRICT OF ST. JOHN, N.B., 31st December, 1897.

STATEMENT of Pilot Fund Account, for the year ended 31st December, 1897.

PILOT FUND ACCOUNT.

	$ cts.	$ cts.
DR.		
To Pensions paid 2 pilots	400 00	
do 6 widows	516 00	
do 2 children	30 00	
		946 00
Funeral expenses, Mrs. Mulberron		30 00
Maritime Bank, balance written off		214 00
		1,190 00
Balance		9,486 50
		10,676 50
CR.		
By Balance, 31st December, 1896		8,561 89
Interest on Dominion Savings Bank deposits, 12 months to 1st July, 1897, per account No. 744	140 45	
Interest on Dominion Savings Bank deposits, 12 months to 1st July, 1897, per account No. 10,260	142 24	
		282 69
Amount transferred from Income Account		1,832 01
		10,676 59
By Balance to credit of Pilot Fund, 31st December, 1897		9,486 50

J. W. THOMAS,
Secretary.

OFFICE OF PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B., 31st December, 1897.
31st December, 1897.

STATEMENT of Finances, St. John Pilot Commissioners, as per audit, for the year ended 31st December, 1897.

	$ cts.	$ cts.
INVESTMENT ACCOUNT.		
On deposit in Dominion Savings Bank, per pass book No. 744	4,154 00	
do do do No. 10,260	4,296 54	
		8,350 54
CURRENT ACCOUNT.		
In Bank of New Brunswick		1,135 96
		9,486 50

J. W. THOMAS
Secr

OFFICE OF PILOTAGE AUTHORITY,
DOMINION OF CANADA,
DISTRICT OF ST. JOHN, N.B., 31st December, 18

STATEMENT of Pilots' individual earnings, for the year ended 31st December,

	$ cts.	
Total amount of Pilotage received	28,229 07	
LESS—25c. per foot deducted from outward pilotage for office expenses, pilot fund, &c	2,048 41	
		26,
Contra.		
Bennett, James	943 40	
Cline, Richard	1,566 62	
Cline, Alfred	628 20	
Conlin Patrick	133 50	
Daley, Charles	1,023 50	
Doyle, James	1,806 66	
Doherty, Joseph	1,205 73	
Doody, P. George	821 23	
Fletcher, Edward J	763 87	
Lahey, William	1,037 70	
Lahey, Frank L	520 26	
Mantle, James E	936 35	
Miller, William	936 05	
McPartland, James	771 30	
Quinn, William	884 49	
Reed, James	963 85	
Rogers, Bart	1,686 05	
Spears, John	831 45	
Spears, Henry	1,242 10	
Spears, Martin	934 43	
Spears, James S	877 32	
Sherrard, John L. C.	1,238 08	
Sproul, John	921 62	
Stone, Thomas J	769 46	
Scott, William	438 50	
Scott, Richard	737 06	
Thomas, John S	898 85	
Thomas, Robert	453 28	
Traynor, Thomas	209 75	
		26

J. W. THOMAS,
Secreta

OFFICE OF PILOTAGE AUTHORITY,
DOMINION OF CANADA,
DISTRICT OF ST. JOHN, N.B., 31st December, 1897.

STATEMENT of Pilot Fund Account, for the year ended 31st December, 1897.

PILOT FUND ACCOUNT.	$ cts.	$ cts.
DR.		
To Pensions paid 2 pilots	400 00	
do 6 widows	516 00	
do 2 children	30 00	
		946 00
Funeral expenses, Mrs. Mulherron	.....	20 00
Maritime Bank, balance written off	.....	214 09
		1,180 09
Balance	.....	9,496 50
		10,676 59
CR.		
By Balance, 31st December, 1896	.....	8,561 89
Interest on Dominion Savings Bank deposits, 12 months to 1st July, 1897, per account No. 744	140 45	
Interest on Dominion Savings Bank deposits, 12 months to 1st July, 1897, per account No. 10,260	142 24	
		282 69
Amount transferred from Income Account	.....	1,832 01
		10,676 59
By Balance to credit of Pilot Fund, 31st December, 1897		9,496 50

J. W. THOMAS,
Secretary.

OFFICE OF PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B., 31st December, 1897.
31st December, 1897.

STATEMENT of Finances, St. John Pilot Commissioners, as per audit, for the year ended 31st December, 1897.

INVESTMENT ACCOUNT.	$ cts.	$ cts.
On deposit in Dominion Savings Bank, per pass book No. 744	4,154 00	
do do do No. 10,260	4,206 54	
		8,360 54
CURRENT ACCOUNT.		
In Bank of New Brunswick	.....	1,135 96
		9,496 50

J. W. THOMAS,
Secretary.

APPENDIX No. 13.

REPORT OF THE PILOTAGE AUTHORITY, DISTRICT OF LOUISBURG, N.S., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1897.

LOUISBURG, N. S., 15th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Herewith I beg to forward accounts for the pilotage district of Louisburg for the year ended 31st December, 1897.

I have the honour to be, sir,
Your obedient servant,

JAS. McPHEE,
Secretary.

NAMES of Pilots for the Port of Louisburg, N.S., for the year ended 31st December, 1897.

No.	Age.	Names.	License Fees.
			$ cts.
1	58	George Kehoe	
2	36	Daniel A. Townsend	
3	34	John Power	
4	38	Wm. P. Cann	
5	47	Elias Townsend	
6	64	John Williams	
7	58	Samuel A. Townsend	
8	37	Jas. T. Kelly	
9		Capt. Wm. H. Townsend, schooner "S. H. Townsend"	7 00
10		do John O. Harah, do "Cumminger"	10 00
11		do M. Florian, barge "Lizzy"	10 00
12		do do do "Alice"	10 00
13		do W. H. McGillivray, barge "A. L. Taylor"	10 00
14		do do do "Mabel"	10 00
15		do W. E. Macumber, steam tug "D. H. Thomas"	10 00
			67 00

JAS. McPHEE,
Secretary-Treasurer.

CLASS OF VESSELS.

—	Number.	Tonnage.
Steamers.		
British	97	103,225
Foreign	19	16,984
	116	120,209
Sailing Vessels.		
British	40	17,244
Foreign	36	32,123
	76	49,367

PILOTAGE RECEIVED.

—	$ cts.	$ cts.
From British steamers	2,120 50	
do sailing vessels	643 66	
		2,764 16
From foreign steamers	351 50	
do sailing vessels	1,045 61	
		1,397 11
		4,161 27

STATEMENT of Expenditure and Receipts for 1897.

—	Amount.
RECEIPTS.	$ cts.
Amount collected pilotage	4,161 27
do licenses	67 00
	4,228 27
EXPENDITURE.	
1 pilot boat	45 00
Repairing boats	15 00
Printing	2 00
Secretary-Treasurer's salary	166 45
Amount paid pilots	3,992 82
do commissioners	7 00
	4,228 27

JAS. McPHEE,
Secretary-Treasurer.

APPENDIX No. 14.

REPORT OF THE PILOTAGE AUTHORITY OF PICTOU, N.S., FOR THE YEAR ENDED 31ST DECEMBER, 1897.

PICTOU, N. S., 31st December, 1897.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Inclosed please find pilotage report for the Port of Pictou, for season ending 1897.

I am, sir,
Your obedient servant,

W. H. NOONAN,
Secretary P.A.P.D.

MEMO.—Pilots' Earnings, 1897.

No.	Name.	Residence.	Amount.
			$ cts.
1	Jas. Fraser	Chance Harbour	86 13
2			
3	W. A. Cooke	Pictou	367 37
4			
5			
6	C. A. Cooke	Pictou	636 65
7	G. W. Powell	Pictou Landing	25 00
8	D. McLeod	Pictou	144 00
9	D. S. Smith	do	854 13
10	A. Smith	do	822 05
			2,935 33

RECEIPTS and Expenditures of all Moneys received by or on behalf of the Pilotage Authority in respect of Pilots or Pilotage.

RECEIPTS.	$ cts.	$ cts.
Received pilotage dues, as per statement	2,983 19	
do from 7 pilots, renewing bonds	7 00	
do from Capt. Boulangier, license	40 00	
Balance due Secretary	564 81	
		3,595 00
EXPENDITURES.		
Paid pilots for pilotage	2,935 33	
do Secretary's salary	200 00	
Balance due from 1896	459 67	
		3,595 00

J. A. GORDON,
JOHN R. DAVIS,
A. J. PATTERSON,
H. McKENZIE,
Pilot Commissioners, Port of Pictou, N. S.

AMOUNT received for Pilotage dues for season ending 1897.

	$ cts.	$ cts.
Total amount received for pilotage dues for season ending 1897		2,983 19
Of this amount—		
Received from steamships	2,636 06	
do sailing ships	347 13	
		2,983 19
Of this amount—		
Received from British ships	2,671 06	
do foreign ships	312 13	
		2,983 19

Certified.

A. B. BELANGIER,

APPENDIX No. 15.

REPORT OF THE PILOTAGE AUTHORITY OF SYDNEY, FOR THE YEAR ENDED 31ST DECEMBER, 1897.

NORTH SYDNEY, C.B., 25th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to wait on you with returns, in connection with the pilotage authority of Sydney, for the past year, showing:

Balance due, per account	$ 379 53
Amount on deposit, Bank of Nova Scotia	1,000 00
	$1,379 53

Which I trust will be found correct.

Statement of the names of the pilots and amounts paid them this year, will be forwarded to you in a few days, as soon as received from the collector in Low Point.

I notice the Government have appointed a new commission, and I shall be happy to hand the amount over whenever required.

I have the honour to be, sir,
Your obedient servant,

W. PURVES,
Secretary.

NORTH SYDNEY.

—	Number.	Tonnage.
British steamers	136	137,316
Foreign do	46	27,039
British sailing vessels	104	33,382
Foreign do	14	5,649
Relief	10	4,491
Total	310	207,877

PILOTAGE RECEIVED.

From British vessels	$5,739 50
From foreign vessels	1,245 50
From relief	74 00
Total	$7,059 00

INTERNATIONAL.

—	Number.	Tonnage.
British steamers	157	208,547
Foreign do	26	35,948
British sailing vessels	18	14,911
Relief	22	1,433
Total	203	260,839

Pilotage Received.

From British vessels	$7,508 00
From foreign vessels	1,358 00
From relief	15 50
Total	$8,881 50

SOUTH BAR.

—	Number.	Tonnage.
British steamers	34	41,230
Foreign steamers	6	5,030
British sailing vessels	15	6,439
Relief	3	559
Total	58	53,258

Pilotage Received.

From British vessels	$1,783 50
From foreign vessels	211 00
From relief	12 50
Total	$2,007 00

SYDNEY.

—	Number.	Tonnage.
British sailing vessel	1	144

Pilotage Received.

From British vessels	$6.00

APPENDIX No. 16.

REPORT OF THE PILOTAGE AUTHORITY OF ST. MARY'S AND LISCOMBE, FOR THE YEAR ENDING 31ST DECEMBER, 1897.

RETURN of Pilotage for Pilotage District of St. Mary's and Liscombe, from January, 1897, to 31st December, 1897.

EDWARD QUINN, PILOT No. 1, ST. MARY'S.

Date of Arrival.	Where from.	Rig.	Name of Vessel.	Port of Registry.	Registered Tonnage.	Name of Master.	Rate of Pilotage.		
							Inwards.	Outwards.	Total.
1897.							$ cts.	$ cts.	$ cts.
April 12..	Sydney	Schooner	Vanilla	Lunenburg	95	J. Spears	3 80	3 80	7 60
do 21..	Country Harbour	do	New Dominion	Halifax	34	P. McConnell	1 36	.....	1 36
May 25..	Lunenburg	do	Demozelle	St. John, N. B	163	L. Tower	4 00	4 00	*8 00
June	Louisburg	do	Balance	Halifax	63	M. Pettipas	2 40	2 40	4 80
do	do	do	do	do	63	M. Pettipas	2 40	2 40	4 80
July 4..	do	do	Vanilla	Lunenburg	95	J. Spears	6 trips	7 60	45 60
do ..	Charlottetown, P.E.I.	do	Howard L.	Charlottetown	71	J. G. Farrow	2 80	.....	2 80
do ..	Isaac Harbour	do	Minnie Mac	Halifax	76	J. McConnell	3 04	3 04	6 08
do ..	Sydney	do	Hariza	Unknown	45	Terrio	1 80	.....	1 80
do ..	do	do	Agility	Halifax	62	Poirier	2 48	2 48	4 96
Sept. 5..	Twillingate	do	Lottie	St. John's, Nfld.	117	Landrigan	1 75	.....	1 75
..	Louisburg	do	Vanilla	Lunenburg	95	J. Spears	3 80	3 80	7 60
									97 15

SYDNEY Pilotage Authority.

		$ cts.		$ cts.
To paid total pilotage.....	$17,953 50		By Total pilotage as per returns.....	17,953 50
Less—Relief.	102 00		Licenses to pilots.....	87 00
	$17,851 50		Boats licensed	16 00
do Commission.	897 52		Masters licensed.....	400 00
		16,953 98	Balance, 1896	259 30
Four collectors (per agreement)..		550 00	Interest on deposit.....	35 00
Head collector, office rent and fuel		45 00	Deposit receipt in B'k of Nova Scotia.	1,000 00
Expenses five commissioners....		150 00		
Books, printing and stationery..		13 00		
Telegrams and postage.....		3 25		
B'nk Nova Scotia, ch'gs, drafts..		11 04		
Relief per statement.....		395 00		
Amount of deposit, Bank of Nova Scotia		1,000 00		
Secretary's salary.....		250 00		
Balance carried down..		379 53		
		19,750 80		19,750 80
			1898.	
			Jan. 24.—By Balance brought down.....	379 53
			Amount on deposit, Bank of Nova Scotia.....	1,000 00
				1,379 53

APPENDIX No. 16.

REPORT OF THE PILOTAGE AUTHORITY OF ST. MARY'S AND LISCOMBE, FOR THE YEAR ENDING 31ST DECEMBER, 1897.

RETURN of Pilotage for Pilotage District of St. Mary's and Liscombe, from January, 1897, to 31st December, 1897.

EDWARD QUINN, PILOT No. 1, ST. MARY'S.

Date of Arrival.	Where from.	Rig.	Name of Vessel.	Port of Registry.	Registered Tonnage.	Name of Master.	Rate of Pilotage.		
							Inwards.	Outwards.	Total.
1897.							$ cts.	$ cts.	$ cts.
April 12..	Sydney.....	Schooner...	Vanilla	Lunenburg	95	J. Spears...	3 80	3 80	7 60
do 21..	Country Harbour..	do ...	New Dominion.....	Halifax.....	34	P. McConnell.	1 36	.....	1 36
May 25..	Lunenburg	do ...	Demozelle....	St. John, N. B ..	163	L. Tower.	4 00	4 00	*8 00
June	Louisburg	do ...	Balance	Halifax.....	63	M. Pettipas.	2 40	2 40	4 80
do	do	do ...	do	do	63	M. Pettipas.....	2 40	2 40	4 80
July 4..	do	do ...	Vanilla	Lunenburg . ..	95	J. Spears.	6 trips	7 60	45 60
do ..	Charlottetown, P.E.I. ..	do ...	Howard L..	Charlottetown....	71	J. G. Farrow.....	2 80	.....	2 80
do ..	Isaac Harbour...	do ...	Minnie Mac.....	Halifax.....	76	J. McConnell.....	3 04	3 04	6 08
do ..	Sydney.....	do ...	Hariza.....	Unknown	45	Terrio.....	1 80	.....	1 80
do ..	do	do ...	Agility.	Halifax..... ..	62	Poirier..	2 48	2 48	4 96
Sept. 5..	Twillingate	do ...	Lottie.....	St. John's, Nfld..	117	Landrigan.....	1 75	.....	1 75
..	Louisburg	do . .	Vanilla	Lunenburg	95	J. Spears.....	3 80	3 80	7 60
									97 15

DANIEL BURNS, PILOT No. 4, ST. MARY'S.

June 20..	Cow Bay	Schooner	Grenada	Port Hawkesbury	58	Bisset	2 24	2 24	4 48
July 12..	Sydney	do	Balance	Halifax	63	M. Pettipas	2 50	2 50	5 00
Sept. 12..	do	do	G. H. B.	Arichat	35	Forgeron	1 50	1 50	3 00
do 15..	Louisburg	do	Manzalla	Lockeport	58	Giffin	2 32	2 32	4 64
Oct. 1..	do	do	Agility	Halifax	62	Poirier	2 50	2 50	5 00
do 8..	Sydney	do	Balance	do	63	Pettipas	2 50	2 50	5 00
do 8..	do	do	Swift Current	do	63	Murray	2 50		2 50
									29 60

HENRY J. PYE, PILOT No. 1.

May 24..	Shields	Barque	Annie Bingay	Liverpool, G.B.	994	R. Otterson	16 00	18 00	34 00
July 2..	London	Steamship	Acacia	London	1,632	Thomas	†14 32	16 35	30 67
									64 67

CHARLES RILEY, PILOT No. 3.

Sept. 4..	Cape Town	Ship	Charles S. Whitney	Parrsboro, N.S	1,651	L. Atkins	23 00	25 00	48 00

ARTHUR McKINLAY, PILOT No. 5.

Oct. 2..	Liverpool, G. B.	Ship	Trojan	Windsor	1,595	G. Armstrong	22 00	24 00	46 00

*One-third from full pilotage by being towed. †Being one-third less being SS.

The undersigned Pilot Commissioners of St. Mary's and Liscombe beg to submit the following report.

WILLIAM PRIDE,
Secretary to Commissioners.

JAMES HEMLOW
WILLIAM PRIDE } *Commissioners.*

APPENDIX No. 17.

REPORT OF THE PILOTAGE AUTHORITY OF BATHURST, FOR THE YEAR ENDING 31ST DECEMBER, 1897.

STATEMENT showing number of vessels, collections and disbursements, Pilotage District of Bathurst, N.B., season 1897.

Pilots.	British Vessels.				Foreign Vessels.				Total.	*Pilotage Rates.				Disbursements.	
	Inwards.		Outwards.		Inwards.		Outwards.			Outside Bar.		Inside Bar.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		In.	Out.	In.	Out.	To whom.	Amount.
		$ cts.		$ cts.		$ cts.		$ cts.	$ cts.	$ c.	$ cts.	$ c.	$ cts.		$ cts.
William H. Daly..... Nazaire Hachey..... Fred Reynolds.....	7	158 01	7	142 62	7	134 40	7	107 20	542 23	1 20	0 80	1 40	1 00	William H. Daly..	154 51
														Nazaire Hachey...	218 71
														Fred. Reynolds....	142 05
														Commissioners....	13 75
														Secretary.....	16 21
Boat licenses.....	.....	.....	.....	.....	.....	.....	.....	.....	3 00						
															545 23
Total receipts.....	.....	.....	.....	.....	.....	.....	.....	.....	545 23						

*With an additional charge of 1 cent per ton on steamers in and out.

J. H. STEWART,
Secretary.

Commissioners—
JOHN E. O'BRIEN, *Chairman.*
SAMUEL MELANCON,
THOMAS LEAHY.
JOSEPH M. HACHEY,
[illegible]

Pilots—
WILLIAM H. DALY,
NAZAIRE HACHEY,
FRED. REYNOLDS.

APPENDIX No. 18.

REPORT OF THE PILOTAGE AUTHORITY OF CARAQUET FOR THE YEAR ENDED 31ST DECEMBER, 1897.

CARAQUET, 14th December, 1897.

The Honourable the Minister of Marine and Fisheries,
Ottawa.

SIR,—Herewith please find inclosed statement of moneys paid to the pilots within the Pilotage Authority of Caraquet during the current year, also statement of my account with the Commissioners.

I have the honour to be, sir,
Your obedient servant,

PHILIP RIVE,
Secretary to Pilot Commissioners and Comr.

STATEMENT of Pilotage paid to Pilots for the Pilotage District of Caraquet during the year, 1897.

Name of Vessel.	Nationality.	Rig.	Tonnage.	Date of Arrival.	Name of Pilot.	Inwards.	Name of Pilot.	Outwards.	Total.	Date of Sailing.
						$ cts.		$ cts.	$ cts.	
Alliance	British	Schooner	99	May 19	Charles Vibert	12 00	Charles Vibert	9 00	21 00	May 21.
Rose of Thornedge	"	"	94	Aug. 1	" "	13 20	" "	10 50	23 70	Sept. 30.
Resolute	"	"	74	" 13	Hyaceula Lentain	9 00	Hya. Lentain	9 00	18 00	Aug. 19.
Primrose	"	"	96	" 11	Charles Vibert	13 20	Charles Vibert	10 00	23 20	Sept. 23.
George and Mary	"	"	83	Sept. 3	Gervais Poulain	13 20	Gervais Poulain	10 00	23 20	Oct. 2.
Fin	Norwegian	B. & schr.	131	" 14	" "	14 40	" "	10 00	24 40	
do	"	"	131	" 14	" "	Coastwise.		15 00	15 00	" 9.
Mary Annie	British	Barq'te	130	" 18	A. J. Wilson	13 20	A. J. Wilson	10 50	23 70	Nov. 20.
									172 20	

PHILIP RIVE, Secretary, in account with Pilotage Authority of Caraquet, 1897.

DR.	$ cts.
To received boat license (yearly), Charles Vibert	1 00
" " " " Gervais Poulain	1 00
" " " " Xavier Poulain	1 00
" pilot " " Hya. Lentain	4 00
" " " " A. J. Wilson	4 00
	11 00
CR.	
By salary, 1897	11 00

PHILIP RIVE,
Pilot Commr. and Secretary to Pilot Commissioners.

CARAQUET, 14th December, 1897.

APPENDIX No. 19.

REPORT OF THE PILOTAGE AUTHORITY OF NEWCASTLE, N. B., FOR THE YEAR ENDED 31ST DECEMBER, 1897.

NEWCASTLE, N.B., 29th December, 1897.

Major F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Herewith you will please find the pilotage returns for the district of Miramichi, N.B., for the year ending 31st of December, 1897.

I am, sir,
Your obedient servant,

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., year ending 31st December, 1897.

Class of Vessel.	Number.	Total.
Vessels reported inwards—		
British steamers	36	
do sailing vessels	41	
Foreign steamers	2	
do sailing vessels	48	
		127
Vessels reported outwards—		
British steamers	36	
do sailing vessels	38	
Foreign steamers	2	
do sailing vessels	49	
		125
Vessels removed—		
British steamers	21	
do sailing vessels	9	
Foreign steamers	2	
do sailing vessels	34	
		66
Vessels, extra services—		
British steamers	2	
do sailing vessels	3	
Foreign steamers	1	
do sailing vessels	5	
		11

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., year ending 31st December, 1897.

Class of Vessel.	Amount.	Total.
	$ cts.	$ cts.
Total amount of pilotage inwards—		
British steamers	2,005 97	
do sailing vessels	1,054 43	
Foreign steamers	129 64	
do sailing vessels	1,378 25	
		4,568 29
Total amount of pilotage outwards—		
British steamers	2,360 10	
do sailing vessels	1,081 00	
Foreign steamers	139 38	
do sailing vessels	1,797 50	
		5,377 98
Total amount for removals—		
British steamers	206 00	
do sailing vessels	86 00	
Foreign steamers	12 00	
do sailing vessels	286 00	
		590 00
Total amount for extra services—		
British steamers	7 00	
do sailing vessels	12 00	
Foreign steamers	4 00	
do sailing vessels	20 00	
		43 00
		10,579 27

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

RATES of Pilotage chargeable at Miramichi, N.B., on all vessels, British and Foreign, for the year 1897.

	$ c.
When inward bound	2.25 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam	0.02 per ton.
When outward bound	2.00 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam	0.02 per ton.
For every vessel taken to sea after the first day of November, a bonus of	4.00
For the removal and mooring of vessels over 300 tons	4.00
And where the distance of removal exceeds four miles, fifty per cent additional on the above rate	.....

NATIONALITY of Vessels piloted Inwards for the year 1897.

British	77
Norweigian	37
Italian	8
American	4
French	1
	127

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., year ending 31st December, 1897.

No.	Names of Pilots.	Age.	For what Service.	Remarks.
2	Louis Jimmo	43	Full license	
4	Angus McEachran	78	do	
5	Mitchell Martin	68	do	
6	Francis Martin	63	do	
7	Maxime Martin	52	do	
9	Angus McLean	64	do	
10	Alex. Wilson	51	do	
11	Robt. J. Walls	46	do	
12	George Savoy	53	do	
13	Reuben Nowlan	53	do	
20	Oliver Foster	56	do	Died at Chatham, N.B., Oct. 19th, 1897.
22	Wm. Walls, sr	43	do	
26	John McCallum	45	do	
27	James Nowlan	46	do	
28	Dudley P. Walls	51	do	
29	George Sutton	46	do	
30	James A. Nowlan	42	do	
31	George T. Tait	40	do	
32	Joseph Jimmo	42	do	Leave of absence, 1897.
33	James McCallum	53	do	
35	John Martin	38	do	
36	Asa Walls	38	do	
37	Wm. Walls, jr	40	do	
38	John Nowlan	41	do	
39	Patrick Nowlan	38	do	
14	John McEachran	47	do	Died at Chatham, N.B., April 18th, 1897.

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., year ending 31st December, 1897.

No.	Names of Boats.	Tonnage.	Captains.	First Licensed	Last Licensed.
13	Two Brothers	25		May, 1878	Sold.
14	Empress	25·57	George Savoy	do 1878	May, 1897.
15	Princess Louise	20·85	Asa Walls	do 1879	do 1897.
16	Senator Snowball	30·95	George T. Tait	do 1897	do 1897.

R. R. CALL,

Secretary-Treasurer to Pilotage Commissioners.

STATEMENT showing the yearly expenditure by the Pilots on account of Pilot Schooners during the past seven years.

Names of Boats.	Paid by Pilots in 1891.	Paid by Pilots in 1892.	Paid by Pilots in 1893.	Paid by Pilots in 1894.	Paid by Pilots in 1895.	Paid by Pilots in 1896.	Paid by Pilots in 1897.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Two Brothers	432 39	404 17	371 85	398 77	501 56	412 56	Sold.
Empress	473 48	505 37	385 20	430 78	387 90	405 68	310 64
Princess Louise	346 33	324 35	447 17	391 84	381 21	329 14	305 05
Senator Snowball							325 32
Total	1,252 20	1,233 89	1,204 22	1,221 39	1,270 67	1,147 38	941 01

R. R. CALL,

Secretary-Treasurer to Pilotage Commissioners.

The Miramichi Pilots in account with R. R. Call, Secretary-Treasurer.

1897.		Dr.		$ cts.
June 18..	To paid	Geo. T Tait—wood, hauling sails, ballast and axe, for schr. "Senator Snowball"		1 65
do 18..	do	Geo. Watt's account, sundries for schr. "Senator Snowball"		63 63
July 17..	do	G. R. Marquis' account do do		27 01
do 17..	do	Geo. Watt's account do "Empress"		22 68
do 17..	do	G. R. Marquis' account do do		8 00
do 17..	do	Mitchell Martin, repairing and fitting out schr. "Empress"		40 00
do 17..	do	R. J. Walls, cleaning pilots' office		2 00
do 17..	do	Note in Bank Nova Scotia, given on account construction schr. "Senator Snowball"		100 00
do 19..	do	Note in Bank Nova Scotia, given on account construction schr. "Senator Snowball"		250 00
Aug. 5..	do	Geo. Henderson, surveying pilot schooners		7 50
do 7..	do	Note in Bank Nova Scotia, given on account construction schr. "Senator Snowball"		200 00
do 18..	do	Geo. Watt's account, sundries for pilot schooners		30 80
do 18..	do	J. G. Smith's account, printing		3 50
do 18..	do	M. S. Hocken's account, sundries for pilot schooners		4 50
do 18..	do	Asa Walls, fitting out schr. "Princess Louise"		40 00
do 18..	do	Miramichi Steam Navigation Co., tickets		10 50
do 26..	do	Note in Bank Nova Scotia, given on account construction schr. "Senator Snowball"		200 00
Sept. 13..	do	Note in Bank Nova Scotia, given on account construction schr. "Senator Snowball"		254 45
do 18..	do	John Wilson, repairing sails for schr. "Princess Louise"		8 12
do 18..	do	do do "Empress"		11 47
do 18..	do	A. C. McLean, sundries for schr. do		5 80
do 18..	do	Geo. Watt's account do do		5 55
do 18..	do	Edward Burke do "Princess Louise" and "Empress"		4 05
Oct. 5..	do	Geo. Watt's account, expenses for schr. "Empress" on marine slip		38 20
do 16..	do	Mrs. J. McEachran, share late pilot, John McEachran, in pilot schooners		127 58
do 18..	do	Jas. P. Searle, rent of pilots' office to April 1st, 1898		20 00
Nov. 18..	do	G. R. Marquis' account, sundries for pilot schooners		2 30
do 18..	do	Robt. J. Walls' do do office		2 25
do 18..	do	Alex. Martin, pension for 1897		75 00
do 22..	do	W. C. Anslow's account for printing		1 75
do 26..	do	E. Johnson's account for stationery		2 03
do 26..	do	R. J. Walls, to pay rent of storehouse		10 00
do 26..	do	Geo. Watt's account, sundries for schr. "Senator Snowball"		8 37
do 26..	do	do do do		3 66
do 26..	do	do do "Empress"		1 75
do 26..	do	A. C. McLean's account do pilot schooners		3 52
do 26..	do	James Nowlan's do assisting tug "D. H. Thomas"		2 00
do 26..	do	Secretary-Treasurer, postage, stationery, &c.		3 18
do 26..	do	D. P. Walls, premium insurance on seine		9 00
do 26..	do	Returned two pilots on account of seine		1 58
do 26..	do	John Nowlan, horse hire, bringing pilots from Escuminac		4 00
do 26..	do	Secretary-treasurer, commission on $11,239.27 at 3 per cent.		337 18
do 30..	do	24 pilots		9,284 71
				11,239 27
		Cr.		
Dec. 5..	By amount collected, pilotage in		$ 4,568 29	
do 5..	do do do out		5,377 98	
do 5..	do do for removals		590 00	
do 5..	do do extra services		43 00	
do 5..	do earned by pilots outside		660 00	
				11,239 27

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

JOHN C. MILLER,
Chairman.

APPENDIX No. 20.

REPORT OF THE PILOTAGE AUTHORITY OF THE COUNTY OF CHARLOTTE, N.B., FOR THE YEAR ENDED 31ST DECEMBER, 1897.

ST. ANDREWS, N.B., 31st Dec., 1897.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to inclose returns for the pilotage district of the County of Charlotte, for the year ended 31st December, 1897.

I am, sir,
Your most obedient servant,

C. E. O. HATHEWAY,
Commissioner and Secretary.

Pilots licensed and acting for the district—

Wellington Cline.....56 years of age.
Joseph Boyd.....62 years of age.

Pilot schooner "Frederick Taylor," licensed, 12½ tons; Joseph Boyd, master.

AMOUNT of Pilotage collected by pilots for the year 1897.

Description of Vessel.	Tonnage.	Nationality.	Amount of Pilotage.
			$ cts.
Barque	450	British	33 00
Brigantine	150	do	30 00
Schooner	150	do	30 00
Brig	150	do	33 00
Total	900		126 00

Receipts by Pilotage Authority,

License for one pilot boat	$5 00	
Two copies of regulations	2 00	
		$7 00

Charges.

Stationery and postage	$0 50	
Commissioners and Secretary at St. Andrews	6 50	
		$7 00

Rates of Pilotage in the District of the County of Charlotte.

Longest distance, inwards or outwards,			$2.25	per ft. draught of water.
Second	do	do	1.60	do
Third	do	do	1.50	do

From or to Campbells, 20 cents per foot less than above rates.

Fourth distance, inwards or outwards, $1 per foot draught of water.

From 1st of November to 1st of April, 20 cents per foot in addition to above rates.

To or from St. Andrews harbour to ballast ground, vessels of 80 tons and under 300 tons, $2.50 each; vessels of 300 tons and upwards, $3.00 each.

Removing a vessel from one landing place to another landing place or harbour inside St. Andrews Bay, vessels of 80 tons and up to 200 tons, $4; over 200 and up to 300 tons, $5; over 300 tons and up to 400 tons, $6; exceeding 400 tons, $8 each.

Removing a vessel from any landing place inside St. Andrews Bay to any harbour or landing place outside St. Andrews Bay, and within the district, pilotage inwards or outwards, vessels of 80 tons and under 200 tons, $6; 200 tons and under 300 tons, $8; 300 tons and under 400 tons, $10; 400 tons and upwards, $12 each.

C. E. O. HATHEWAY,
Commissioner and Secretary.

ST. ANDREWS, N.B., 31st Dec., 1897.

APPENDIX No. 21.

REPORT OF THE PILOTAGE AUTHORITY OF SHEDIAC, N.B., FOR THE YEAR ENDED 31ST DECEMBER, 1897.

PILOTAGE OFFICE,
SHEDIAC, N.B., 5th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—The pilotage authority of the port of Shediac, N.B., beg leave to submit the following report for the year ended 31st December, 1897:—

Names of Pilots.	Age.	Service.
1. Edward McDonald	65	Full District.
2. Docity P. LeBlanc	59	do
3. Thomas McGrath	51	do
4. Olaf Hendrickson	43	do
5. Paul P. LeBlanc	52	do

Vessels reported inwards—

British sailing vessels	2
Foreign sailing vessels	29
	31

Vessels reported outwards—

British sailing vessels	2
Foreign sailing vessels	29
	31

Nationality of vessels reported inwards for the year ending 31st December, 1897:—

British	2
Norwegian	27
Danish	1
German	1
	31

The total amount received for pilotage service for the district for the year was as follows:—

From foreign vessels	$1,124 04
From British vessels	63 12
Total	$1,187 16

The above amount was all paid to the above pilots.

The rates of pilotage dues for this district are as follows:—

For pilotage inwards or outwards, $1.25 per foot draught of water.

Each removal, $2.

W. A. RUSSELL,
Secretary to the Pilotage Commission of Shediac, N.B.

APPENDIX No. 22.

REPORT OF THE YALE AND NEW WESTMINSTER PILOTAGE AUTHORITY FOR THE YEAR ENDED 31ST DECEMBER, 1897.

VANCOUVER, B.C., 6th January, 1898.

To the Deputy Minister of Marine and Fisheries,
Ottawa.

DEAR SIR,—I have the honour to inclose statement and accounts of the Yale and New Westminster Pilotage Authority for year ending 31st December, 1897. And I have also the honour to send you copy herewith of resolution passed at annual meeting of this authority held at secretary's office this 6th day of January, 1898.

Resolved,—"That the accounts kept by the secretary for 1897, as submitted to the Commissioners, having been examined by them, are found to be correct, and the secretary is hereby instructed to forward same to the Minister of Marine at Ottawa."

I have, sir, the honour to be
Your obedient servant,

C. GARDINER JOHNSON,
Secretary Yale and New Westminster Pilotage Authority.

LEDGER BALANCE.

The Bank of Montreal, folio 94		$703 78	
The Bank of Montreal—			
Savings Department	$579 33		
Interest of savings, 1897	17 40		
		596 73	$1,300 51
Reserve Fund, folio 95		$596 73	
Pilotage earnings, folio 138		703 78	
			$1,300 51

RECEIPTS.

Balance in bank 5th January, 1897, folio 90	$ 1,087 09	
Pilotage earnings for year 1897, folio 130-38, $12,807; less $300 paid in by Commissioners.	12,507 00	
		$13,594 09

DISBURSEMENTS.

Paid pilots, 5th January, 1897, folio 109		$1,087 09	
Paid pilots during year 1897		8,010 55	
Office expense account, year 1897	$ 966 76		
Pilots expense account, year 1897	2,825 91		
		3,792 67	
Balance in bank		703 78	
			$13,594 09

C. GARDINER JOHNSON,
Secretary Yale and New Westminster Pilotage Authority.

VANCOUVER, B.C., 8th January, 1898.

BALANCE SHEET.

Reserve Fund, folio 95	$579 33		
Interest for 1897, folio 95	17 40		
		$ 596 73	
Commission account, folio 53		1,250 63	
Surplus earnings for 1897		419 91	
			$2,267 27
Expense account, folio 26		$966 76	
Bank of Montreal Savings Department, folio 185		596 73	
Bank of Montreal current account, folio 94		703 78	
			$2,267 27

No. of License.	Name of Pilot.	Age.	Service.	Remarks.
1 First class	William Ettershank	55	Licensed to pilot vessels of any size or description within limits of Yale and New Westminster Pilotage Authority.	On active service.
2 do	Geo. W. Robertson	47		
3 do	H. Robson Jones	41		
4 do	William Johnson	41		

NOTE.—Pilotage dues now in force are same as approved by Order in Council, Saturday, 28th day of April, 1894.

INWARDS.

33 British steamers	$1,785 75	
166 Foreign steamers	2,596 00	
29 British sailing ships	860 00	
24 Foreign sailing ships	616 00	
		$5,857 75

OUTWARDS.

31 British steamers	$1,890 25	
163 Foreign steamers	2,660 00	
32 British sailing ships	1,240 00	
24 Foreign sailing ships	859 00	
		$6,649 25
		$12,507 00

C. GARDINER JOHNSON,
Secretary Yale and New Westminster Pilotage Authority.

VANCOUVER, B.C., 8th January, 1898.

APPENDIX No. 23.

REPORT OF THE PILOTAGE AUTHORITY OF VICTORIA AND ESQUIMALT FOR THE YEAR ENDED 31ST DECEMBER, 1897.

PILOTAGE AUTHORITY,
VICTORIA, B.C., 6th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Commissioners, to transmit herewith the pilotage returns for the Pilotage District of Victoria and Esquimalt, in the province of British Columbia, for the year ending 31st December, 1897, as required by section 22, chapter 80 of the Revised Statutes of Canada, 1886, and trust the same will reach you in season for embodiment in your annual report, and that I may be furnished with a copy of the supplement when issued.

Our chairman, Mr. R. P. Rithet, is absent in San Francisco, or he would have signed the returns in the usual way, the same as other Commissioners.

I have the honour to be, sir,
Your most obedient servant,

EDGAR CROW BAKER,
Secretary-Treasurer P. A.

PILOTAGE Returns, Victoria and Esquimalt Pilotage District, B.C., 1st January to 31st December, 1897.

LICENSED PILOTS.

No.	Name.	Age.	Date of Issue.	Seniority.	Remarks.
1	John Thompson.....	48	April 23, 1880...	Dec. 4, 1878. ...	Originally a B.C. Pilot.
2	James Ramsey.....	67	Oct. 21, 1889....	June 9, 1873	Retired under pension from Pilots, February 8, 1894.
3	Samuel W. Bucknam..	47	March 6, 1891...	March 6, 1891...	Victoria and Esquimalt District.
4	John Newby....	48	April 10, 1891...	April 10, 1891...	do do
5	Thomas Bebbington ..	51	Feb. 25, 1893....	Feb. 25, 1893....	Originally a N. W. and Yale Pilot.

N.B.—The foregoing is a list of licensed pilots, who are the only ones who have prosecuted such calling in the above named district. One of the above, James Ramsey, has been pensioned off, owing to increasing infirmity, under an agreement with the other pilots, whereby he receives a monthly allowance of sixty dollars paid by said pilots pro rata.

There are no masters and mates acting under license from this Pilotage Authority, all the certificates previously granted having expired by efflux of time.

Classes I., II., III., page 213, supplement to 19th annual report, with reductions on pages 200 and 201, supplement to 21st annual report, and also those on pages 181 and 182, supplement to 26th annual report (*i.e.* Order in Council, 1st July, 1893), apply to this year also.

Same Acts and parts of Acts as last year apply to 1897, and list of exempted vessels and Puget Sound rates remain the same.

PILOTAGE Dues collected 1st January to 31st December, 1897.

Month.	British.	Foreign.	Total.	Remarks.
	$ cts.	$ cts.	$ cts.	
January	396 88	624 75	1,021 63	N.B.—The total $13,171.25 does not include sums of $400.00 collected from Puget Sound steamers, and $238.13 pilotage outwards in certain cases to credit of Pilotage Authority.
February	448 50	403 00	851 50	
March	464 00	580 75	1,044 75	
April	409 25	651 00	1,060 25	
May	667 50	650 75	1,318 25	
June	539 00	682 37	1,221 37	
July	395 00	714 00	1,109 00	
August	374 50	743 25	1,117 75	
September	422 25	750 00	1,172 25	
October	339 62	706 38	1,046 00	
November	252 75	782 50	1,035 25	
December	312 25	861 00	1,173 25	
	5,021 50	8,149 75	13,171 25	

EDGAR CROW BAKER,
Secretary-Treasurer P. A.

VICTORIA, B.C., 31st December, 1897.

DR. RECEIPTS and Expenditure, 1st January to 31st December, 1897. CR.

Date.	Nature of Receipt.	Amount.	Date.	Head of Service.	Amount.
1897.		$ cts.	1897.		$ cts.
1 January.....	To Balance from last year.....	650 29	10 February	By V. and E. pilots, division surplus, 1896.....	650 29
1 Jan. to 31 Dec.	Pilotage dues, 12 months.....	13,171 25	1 Jan. to 31 Dec.	V. and E. pilots, earnings as per receipts.....	11,854 12
1 " 31 "	Certificate fees, Puget Sound steamers.....	400 00	1 " 31 "	Secretary-Treasurer, 12 months' salary.....	600 00
1 " 31 "	Pilotage outwards in certain cases to credit of Pilotage Authority.....	238 13	1 " 31 "	Fees to Commissioners, 3 months, 31st March, 1897 (previous to rescinding by-law).....	60 00
			1 " 31 "	Office expenses, rent, fuel, light, &c.....	364 00
			31 December....	Balance Cr. Pilotage Authority	931 26
		14,459 67			14,459 67

EDGAR CROW BAKER,
Secretary-Treasurer,

Approved and certified correct.
MATTHEW JOHNSTON, } *Commissioners.*
HERBERT G. LEWIS. }

APPENDIX No. 24.

REPORT OF THE PILOTAGE AUTHORITY OF THE DISTRICT OF HARVEY, FOR THE YEAR ENDED 31ST DECEMBER, 1897.

HARVEY, N.B., 6th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to call your attention to the inclosed report. You will notice the small amount collected by pilot. During the season of 1897 we had the largest number of ships' load in this port of any season since it became a pilotage district. The small amount is due to the fact that the pilotage is non-compulsory. Many of the ships having been here before manage to jib in on light draught and at high water, without pilot, while steamers leave at high tide when many of the obstructions to navigation are covered sufficiently to carry them over, and thus save pilotage.

Respectfully yours,

GEO. A. COONAN.

HARVEY PILOTAGE DISTRICT,
HARVEY, N.B., 6th January, 1898.

SIR,—I have the honour to report that Addington Brewster has been licensed to pilot in the waters of this district, and is the only pilot. Pilotage 50 cents to $1 per foot as to distance.

Amounts received from British ships.....	$44 50
Amounts received from Foreign ships	50 00

Your obedient servant,

GEO. A. COONAN,
Commissioner.

APPENDIX No. 25.

REPORT OF THE PILOTAGE AUTHORITY OF NANAIMO, FOR THE YEAR ENDED 31ST DECEMBER, 1897.

PILOT OFFICE, NANAIMO,
10th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to forward, for the information of the Government, the annual returns of the Nanaimo Pilotage Authority, for the year ended 31st December, 1897, in accordance with the Pilotage Act, 1886.

I am, sir,
Your obedient servant,

C. C. McKENZIE,
Acting Secretary.

PILOTAGE Returns for year ended 31st December, 1897, in accordance with the Pilotage Act, 1886.

Names of Pilots.	Age.	Service.
John Sabiston, junior	44	District.
Daniel Morrison	57	do
Jas. Peter Bendrodt	37	do
Jas. Christensen	56	do
Jas. Edgar Butler	36	do

Rates of pilotage dues, &c.—

Half pilotage	$ 1 per foot.
Full pilotage	2 per foot.
Gulf pilotage	10 per diem.

Special rates for mail steamers and tugs.

Total amount received for pilotage dues.—

Pilotage dues from British ships	$ 3,087 50
Pilotage dues from Foreign ships	15,155 50
Total pilotage dues	$18,243 00

Receipts and Expenditure—

Receipts.

Balance from 1896	$ 83 93	
Pilotage dues for 1897	18,243 00	
Refund by Commissioners	650 00	
		$18,976 93

Expenditure.

Paid pilots	$14,450 25	
pilots' expenses	3,074 35	
ex-pilot Jabiston allowance	600 00	
Commissioners (refunded)	50 00	
Secretary-treasurer	600 00	
rent of office	120 00	
office cleaning	30 00	
printing, postage, stationery, &c.	36 50	
Balance for 1898	15 83	
		$18,976 93

E. QUENNELL,
Chairman.

C. C. McKENZIE,
Acting Secretary.

APPENDIX No. 26

REPORT OF THE PILOTAGE AUTHORITY OF GLACE BAY, FO THE YEAR ENDED 31ST DECEMBER, 1897.

PILOTAGE AUTHORITY,
GLACE BAY, C.B., 31st December, 1897.

F. COCHRAN, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have to report that owing to the abandonment of the harbour of GL Bay, by the Dominion Coal Company, as a shipping point for the coal mined this district, all of which had hitherto been shipped through this harbour, there h not been an entry of a single ship of tonnage sufficient to warrant the payment pilotage dues during the year just ended.

No licenses were issued to pilots, nor were any fees whatever collected durin the year 1897, as the account inclosed herewith will show.

I have the honour to be, sir,
Your obedient servant,

EDWD. H. RIGBY,
Secretary.

PILOTAGE DISTRICT OF GLACE BAY, C.B.

Receipt and Disbursement Account.

1897.	Dr.	$ cts.	$
Jan. 1	To Balance from last year	.....	18
	Cr.		
March 5.	By Paid E. Mahon, account superannuation	5 00	
Dec. 31.	Paid Secretary account allowance	13 00	
			18

EDWD. H. RIGBY,
Secretary.

GLACE BAY, C.B., 31st December, 1897.

APPENDIX No. 27.

HARBOUR MASTERS.

TABLE showing the names of Ports proclaimed under certain Dominion Acts, the provisions of which are found in Chapter 86, Revised Statutes of Canada, for the appointment of harbour masters; the dates of proclamation; the names of the harbour masters appointed; the dates of the appointment of harbour masters; the amount which each of their salaries is not to exceed; the amount of fees collected by each of them during the calendar year ended 31st December, 1897, and the overplus, if any, paid into the credit of the Receiver General.

PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1897.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
Collingwood	3 March, '77	Andrew Lockerbie	3 March, '77	200 00	116 50	.....
Fort William	7 July, '91	T. E. Oakley	21 May, '97	400 00	354 50	.....
French River	20 June, '93	E. Borron, jr.	20 June, '93	200 00	76 00	.....
Goderich	28 April, '76	William Marlton	8 May' '94	300 00	36 30	.....
Midland	22 July, '82	John White	13 July, '97	200 00	93 50	.....
Parry Sound	24 March, '83	John Galna	19 March, '83	200 00	168 00	.....
Penetanguishene	2 Feb., '77	Francis Dusome	3 June, '81	200 00	34 00	.....
Port Arthur	12 May, '84	B. Guerard	21 May, '97	200 00	49 50	.....
Rondeau	4 do '78	W. R. Fellowes	17 Dec., '88	100 00	70 50	.....
Southampton	23 Sept., '75	W. H. Johnston	— Oct., '82	100 00	52 00	.....
Sarnia	25 July, '85	Robert McAdam	3 May, '86	300 00	.....	.....

PROVINCE OF QUEBEC.

Amherst	14 Sept., '78	John Cassidy	2 Sept., '78	200 00	12 50	.....
Beraimis	31 July, '91	Earl D. Chase	31 July, '91	200 00	.....	.....
Carleton	8 Dec., '81	Joseph E. Cullen	30 March, '96	200 00	.....	.....
Chicoutimi	17 June, '85	Ainsworth Sturton	8 June, '86	200 00	.....	.....
Grand Entry	19 Feb., '92	Colin Wallace	19 Feb., '92	200 00	.....	.....
Gaspé	25 Sept., '74	Francis J. Eden	3 April, '89	500 00	.....	.....
House Harbour	9 Aug., '87	C. Lafrance	10 Dec., '96	200 00	6 50	.....
Lachine	19 April, '80	Vacant	.....	.....	.....	.....
Matane	19 Oct., '77	L. J. Lavasseur	12 Dec., '96	200 00	.....	.....
Métis	7 Feb., '78	J. H. Ferguson	10 March, '96	200 00	41 00	.....
New Carlisle	25 do '89	John C. Hall	17 Jan., '95	200 00	8 50	.....
New Richmond	15 April, '82	Henry Leblanc	3 April, '82	200 00	35 00	.....
Oak Bay	27 March, '80	Jas. D. Sowerby	22 March, '80	200 00	.....	.....
Paspebiac	12 May, '77	Hugh Christie	22 May, '77	150 00	33 00	.....
Port Daniel	25 March, '89	J. Enright	11 Sept., '90	200 00	5 00	.....
Rimouski	5 do '77	A. P. St. Laurent	13 May, '96	200 00	23 50	.....
Rivière Ouelle	22 July, '82	Vacant	.....	100 00	.....	.....
St. Thomas	2 Jan., '86	L. Dionne	22 Oct., '96	200 00	148 00	.....
St. Johns	Within the Harbour of Montreal.	G. H. Farrar	20 March, '97	500 00	720 00	220 50
Sorel		Pierre Guévremont	20 May, '90	300 00	295 00	.....

TABLE showing the Names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1897.	Amount paid over to Receiver-General.
				$ cts.	$ cts.	$ cts.
Bathurst	30 May, '73	M. T. Daley	21 April, '96	200 00	61 50	.....
Black's Harbour and Beaver Harbour	22 Sept., '83	E. W. Cross	17 Sept., '83	100 00	11 00	.....
Buctouche	30 May, '73	H. Hutchinson	17 April, '97	100 00	5 50	...
Campbellton	30 do '73	A. J. Venner	12 do '93	200 00	68 00	...
Campobello	30 do '73	W. E. Sulis	16 Dec., '92	100 00	2 50	...
Cape Tormentine	7 do '95	John Tucker	7 May, '95	200 00	68 50	...
Caraquet	30 do '73	Louis Poirier	17 April, '83	150 00	9 00	.....
Chatham	30 do '73	Wm. Johnston	25 June, '79	300 00	253 00	.....
Cocagne	30 do '73	H. Bourgeois	12 Mar., '97	100 00	0 50	.....
Dalhousie	30 do '73	Wm. Smith	19 do '88	200 00	201 00	1 00
Dorchester	30 do '73	F. C. Palmer	15 April, '93	200 00	.....	.....
Fredericton	30 do '73	Vacant	.....	.....	.....	...
Grand Manan, North	18 Sept., '76	James Pettis	21 May, '88	100 00	.....	.....
Grand Manan, South	22 Aug., '89	Abel Wilcox	22 Aug., '89	100 00	4 00	.....
Great Shemogue	17 May, '75	Vacant	.....	100 00	.....	.....
Harvey	30 do '73	J. E. Bishop	22 June, '97	100 00	30 00	.....
Heron Channel	15 July, '97	Duncan Robertson	15 July, '97	200 00	14 50	.....
Hillsborough	— May, '73	Boaz Gross	28 Jan., '92	100 00	165 00	64 00
Hopewell Cape	25 Aug., '91	Josiah Christopher	25 Aug., '91	200 90	57 50	.....
Ledge of St. Stephens	30 May, '73	W. McBean	12 June, '94	100 00	Nil.	.....
Letete, &c.	22 Sept., '83	Jacob Cook	26 Nov., '97	100 00	.....	.....
Little Shippegan and Miscou Gully	1 May, '86	Donald Harper	19 April, '86	100 00	.....	...
Little Shemogue	5 Sept. '88	Vacant	.....	100 00	.....	.....
Moncton	30 May, '73	E. P. Cook	11 April, '95	200 00	14 00	...
Musquash	26 Mar., '74	J. McNulty	28 Sept., '96	100 00	15 00	.....
Newcastle	30 May, '73	John Niven	7 July, '73	300 00	149 50	.....
North Joggins	30 do '73	Vacant	.....	.....	.....	.....
Port Elgin and Bay Verte	6 Feb., '73	R. Anderson	2 June, '93	200 00	33 00	.....
Pokemouche	7 July, 83	Felix Boudreau	13 Mar., '96	100 00	Nil.	.....
Richibucto	30 May, '73	James Alexander Jardine	11 May, '74	200 00	61 00	.....
Rockland	30 do '73	Vacant	.....	.....	.....	.....
Sackville	30 do '73	Alexander Ford	28 June, '88	200 00	.....	.....
St. Andrews	30 do '73	John Wren	6 May, '84	100 00	38 00	.....
St. George	30 do '73	Alexander Dick	29 Aug., '84	100 00	16 50	.....
St. Martin and Quaco	14 do '74	Joseph Carson	14 May, '74	100 00	13 00	.....
Shediac	30 do '73	Alexander McQueen	19 do '76	300 00	116 50	.....
Shippegan	30 do '73	John DeGrace	10 Aug., '80	100 00	.....	.....
Tracadie	7 do '74	Vital Arsenau	9 July, '75	100 00	5 00	.....
Waterside	3 Sept., '89	Wm. Riley Copp	3 Sept., '89	100 00	.....	.....
West Isles	4 Feb., '79	Thos. K. Parker	4 Feb., '79	200 00	.....	...

PROVINCE OF NOVA SCOTIA.

Advocate	15 May, '80	Samuel Morris	10 May, '80	100 00	.....	.....
Annapolis	12 Mar., '75	William Cummings	16 do '79	200 00	.....	.....
Apple River	14 Aug., '86	Robt. Field	9 Sept., '90	200 00	32 50	.....
Arichat	22 April, '79	C. P. Terrio	29 April, '95	200 00	26 00	.....
Baddeck	23 Sept., '75	Alex. McAulay	10 Dec., '90	100 00	1 50	.....
Barrington	10 July, '82	B. Kenney	6 July, '93	200 00	35 00	.....
Bayfield	11 do '79	John McDonald	11 do '79	200 00	Nil.	.....
Bay St. Lawrence	21 April, '87	G. Zwicker	21 April, '87	200 00	.....	.....
Bear River	25 Sept., '74	Wm. McFadden	27 Sept., '97	100 00	.....	.....
Beaver Harbour	94 July, '80	Henry Hawbolt	22 do '88	100 00	2 50	.....
Big Harbour	9 June, '83	Donald McKenzie	28 May, '83	100 00	38 50	.....
Bourgeoise River	1 May, '86	E. C. Bouchie	19 April, '86	100 00	6 00	.....
Bridgewater	6 do '74	William Oaks	28 Jan., '96	100 00	84 00	.....

TABLE showing the Names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF NOVA SCOTIA—*Continued.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1897.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
Bras d'Or, including New Campbellton	6 May '74	Wm. Livingston	13 Feb., '94	200 00	12 50	.....
Cape Canso	6 June, '76	R. Jamieson	5 July, '97	100 00	22 00	...
Cape Negro or North East Harbour	18 May, '81	A. D. Perry	18 May, '81	200 00	19 00	.....
Chester	8 Sept., '83	A. C. Corkum	8 July, '96	100 00	30 00	..
Cheticamp	20 April, '76	Fulgence Aucoin	15 April, '76	100 00	.....	.....
Clark's Harbour	1 June, '81	J. B. Brannen	1 June, '81	200 00	9 50	.....
Clementsport	1 May, '77	Thomas Tracey	1 May, '77	100 00	.....	.....
County Line to Grand Narrows	9 June, '83	Vacant	.....	.....	.....	...
Crow Harbour	30 Sept, '88	A. Ehler	30 Aug. '97	100 00	.....	....
D'Escousse	23 Jan., '85	Arthur Pertus	6 March, '90	100 00	32 50	....
Digby	19 Feby., '78	Israel Hersey	21 May, '97	200 00	15 50	.....
East Bay	25 Aug., '83	Donald McInnis	5 April, '86	100 00	.....	....
Fourchie	22 May, '89	Neil MacLean	22 May, '89	100 00	1 50	...
Gaberouse	3 March, '79	John Wm. Hardy	2 Nov., '86	100 00	6 00	....
Glasgow and Cape Breton Pier, Sydney	30 Oct., '80	Angus McQuarrie	30 Oct., '80	300 00	18 00	.....
Guysborough	15 Jan., '89	Thos. O'Connor	31 do '93	100 00	8 00	....
Halifax	No proclamation required by Act	J. E. Butler	21 Sept., '93	1800 00	1711 50	..
Hantsport	27 June '84	Edward Davidson	7 June, '84	225 00	190 00	...
Ingonish, North Bay of	22 March, '81	William Thompson	24 March, '81	200 00	.....	....
do South do	9 Oct., '84	F. C. Brewer	9 June, '86	100 00	5 00	.....
International Pier, Sydney	30 do '80	Michael J. Neville	30 Oct., '80	300 00	251 00	...
Isaac's Harbour	30 do '89	Andrew J. Blakely	30 do '89	100 00	9 50	....
Jeddore	20 Sept., '90	Wm. Jennox	20 Sept., '90	100 00	4 00	..
Jordan Bay	25 Oct., '76	M. D. McKenzie	25 Oct., '76	150 00	13 00	..
La Have or Getson's Cove	12 March, 75	George Henry Zwicker	25 Feb., '75	300 00	40 45	....
L'Ardoise, Upper and Lower	22 Aug., '84	George Burke	29 Aug., '84	100 00	.....	.....
Lingan	12 July, '81	Thomas Laffin	12 July, '81	200 00	.....	...
Liscombe	18 May, '81	David Rosenheiser	9 Aug., '88	200 00	20 00	..
Little Bras d'Or Lake between McKay's P'nt and Grand Narrows	25 April, '84	Peter McLean	25 April, '84	100 00	.....	.....
Little Bras d'Or Lake from McKay's Point to Washadebuck Rivers	25 do '84	Alex. J. McNeil	25 April, 84	100 00	.....	.....
Little Glace Bay	3 Aug. '74	E. Douglas Rigby	8 May, '84	200 00	.....	.....
Little Narrows and Cranberry Point	9 June, '83	Kenneth McLennan	1 Nov., '97	100 00	2 00	...
Liverpool	19 Jan., '77	Wm. A. Kenney	19 Jan., '77	200 00	100 00	.....
Lockeport	18 May '81	E. A. Capstick	18 May, '81	200 00	39 50	...
Louisbourg	17 March, '79	Louis Dickson	5 Oct., '87	200 00	428 00	.....
Lunenburg	3 Dec., '75	John Loye	10 Dec., '96	150 00	104 50	...
Mabou	17 July, '80	Finlay Rankin	23 June, '80	100 00	2 50	..
Mahone Bay	16 May, '87	T. F. Mader	6 May, '96	200 00	3 00	..
McNair's Cove	12 March, '75	Ronald McEachen	8 March, '75	150 00	.....	.....
Main à Dieu	31 July, '86	John Farrell	21 July, '86	100 00	2 50	.....
Maitland	26 May, '85	Vacant	.....	.....	.....	.....
Marble Mountain	26 July, '92	D. McDonald	26 July, '92	200 00	0 50	.....
Margaretsville	26 March, '78	Robert Early	26 March, '78	100 00	.....	.....
Margaret's Bay	16 July, '75	Peter Francis Boutelier	7 July, '75	100 00	31 50	.....
Margaree	12 June, '86	Nicholas Deagle	27 Feb., '93	100 00	.....	.....
Marie Joseph	— Jan., '95	John Davis	23 Jan., '95	100 00	.....	.....
Middle South Island	— April, '96	S. Wynacht	1 April, '96	100 00	4 00	.....
Merigomish	26 March, '78	D. McGregor	22 March, '93	100 00	.....	.....

TABLE showing the Names of Ports proclaimed under the Dominion Acts, &c.—

PROVINCE OF NOVA SCOTIA—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1897.
				$ cts.	$ cts.
Meteghan Harbour	8 June, '97	B. F. Robicheau	8 June, '97	100 00	7 00
Meteghan River	10 Feb., '83	Luke A. Comeau	1 do '97	100 00	7 50
Musquodoboit	19 May '82	David Williams	19 May, '82	100 00	10 00
New Haven	9 June, '83	H. A. McLeod	17 Aug., '89	100 00	
Neil's Harbour	9 do '83	A. Hayman	28 May, '83	100 00	
Northport	27 do '82	John M. Burns	27 June, '82	100 00	35 50
North-west Cove, Coleman's Cove and Aspotogan Harbour	22 Dec., '76	P. Boutillier	30 June, '92	200 00	
Parrsborough	22 Oct., '73	Edward Walter Beaty	22 Oct., '73	300 00	245 00
Petit de Grat	5 June, '95	S. Boudrot	5 June, '95	200 00	3 50
Petite Rivière Bridge	7 July, '83	John Nelson Parks	27 April, '88	100 00	
Pictou	24 May, '83	John Gunn	14 Aug., 75	400 00	
Plaster Harbour	6 do '74	Vacant			
Port George	1 do '77	Charles B. Weaver	1 May, '77	150 00	
Port Greville	13 March, '80	George Hatfield	8 April, '91	200 00	
Port Hawkesbury	16 July, '75	Daniel Henesey	9 July, '75	200 00	63 00
Port Hood	16 do '75	John Murphy, jun	9 do '75	200 00	
Port la Tour	14 April, '81	J. K. Snow	26 June, '97	200 00	0 50
Port Lorne	27 March, '86	Freeman Beardsley	9 June, '97	200 00	Nil.
Port Maitland	— Dec., '96	Josiah Ellis	10 Dec., '96	200 00	4 50
Port Morien	3 March, '79	Hector McDonald	3 March, 79	400 00	
Port Mulgrave	8 do '76	David Murray	12 Oct., '92	200 00	16 50
Port Medway	25 June, '79	E. Dolliver	4 May, '97	200 00	21 00
Pubnico	27 Sept., '82	D. Q. Amiro	27 Sept., '82	100 00	43 00
Pugwash	22 Oct., '93	C. T. De Wolf	6 May, '95	100 00	56 00
Ritcey's Cove	26 Sept., '84	J. B. Ritcey	21 April, '96	100 00	30 00
River John	26 March, '78	H. Campbell	11 June, '91	100 00	0 50
St. Ann's, including Fuche's Cove	20 April, '81	Vacant		200 00	
St. Ann's		James McKillop			
St. Mary's River	18 May, '81	Wm. Pride	20 Dec., '93	200 00	7 50
St. Peter's	24 Jan., '81	Peter McNeil	17 Sept., '83	200 00	6 00
Sambro	27 Dec., '79	Ben Smith	23 Dec., '79	200 00	13 00
Sheet Harbour	14 May, '74	Malcolm McFarlane	6 do '83	150 00	74 50
Shelburne	27 Aug., '77	J. C. Morrison	4 May, '97	200 00	65 00
Ship Harbour	2 June, '84	Conrad Marks	2 June, '84	100 00	2 50
Smith's Mountain, St. Ann's	9 do '83	James McKillop	28 May, '73	100 00	1 50
Tatamagouche	27 Feb., '78	W. McKenzie	29 March, '93	200 00	
Tidnish	5 July, '82	Charles Fields	30 June, '84	100 00	40 00
Torbay and Whitehead	18 May, '81	A. Haley	10 Dec., '97	200 00	
Tusket	18 March, '75	Charles W. Hatfield	7 March, '87	100 00	
Victoria Pier, South Bar, Sydney	25 July, '84	Ernest Richardson	1 Nov., '97	200 00	200 00
Wallace	22 Oct., '73	James Patton	24 Feb., '96	100 00	
West Arichat	20 Aug., '90	B. Poirier	7 Oct., '96	100 00	21 00
West Bay	8 May, '84	John McInnes	8 May, '84	100 00	1 00
West Port	8 March, '87	Joseph D. Payson	8 March, '87	200 00	15 00
Weymouth	— May, '94	R. Payson	29 May, '97	200 00	20 00
Whycocomagh	29 Oct., '75	Neil McKinnon	8 Oct., '75	100 00	
Wood's Harbour	19 Feb., '92	S. K. Woods	19 July, '92	200 00	
Yarmouth	18 March, '75	Ebenezer Scott	19 Oct., '77	250 00	202 50

PROVINCE OF PRINCE EDWARD ISLAND.

Alberton and Cascumpec	15 July, '74	John McKay	11 May, '97	200 00	6 00
Bay Fortune	10 April, '75	John R. Coffin	29 April, '78	200 00	
Brudenell	25 July, '85	Vacant		200 00	
Cape Traverse	23 May, '84	do			

TABLE showing the Names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF PRINCE EDWARD ISLAND—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1897.	Amount paid over to Receiver General.
				$ cts.	$ cts.	
Cardigan River, including Cardigan Bridge..	2 July, '78	Hercules McDonald.....	2 July, '78	200 00	.....	.....
Cardigan River, from head of river to north bank Mitchell River..	16 May, '78	D. Stewart	7 May, '97	100 00	.....	.....
Cove Head.....	15 do '89	James D. McMillan.....	15 do '80	100 00	.....	.....
Charlottetown.....	15 July, '74	David Small.....	19 Feb., '77	400 00	150 00	.....
Crapaud	15 do '74	Wesley Myers	17 June, '74	200 00	.....	.....
Egmont.....	15 do '74	George Bollum.....	3 Nov., '85	200 00	.....	.....
Georgetown.....	15 do '74	Samuel Hemphill.....	1 Dec., '87	200 00	55 50	.....
Grand River.....	10 April, '75	W. C. Jenkins.....	4 May, '97	200 00	.....	.....
Grand River, down to and including Poplar Point and Chapel Wharf	16 May, '78	Vacant	.....	.....	.....	.....
Malpeque.....	10 July, '74	J. Champion.....	10 Dec., '96	200 00	.....	.....
Miminegash	17 April, '80	J. J. Gallant.	14 June, '97	100 00	Nil.	.....
Montague Bridge.....	15 July, '74	Welton Porter.....	7 April, '97	200 00	18 50	.....
Murray Harbour..	17 June, '74	Wm. Miller.....	17 June, '74	200 00	.....	.....
Murray River.....	16 May, '78	Geo. McLeod.....	9 Feb., '97	200 00	5 50	.....
New London.....	15 July, '74	Wm. Bell.....	25 Aug., '96	200 00	2 00	.....
Pinette.....	15 do '74	Daniel McAulay.....	18 Dec., '97	200 00	.....	.....
Port Hill	15 do '74	James Ellis.....	17 June, '74	200 00	.....	.....
Pownal.....	10 do '79	M. Haley.....	30 March, '97	100 00	.....	.....
Rollo Bay..	10 April, '75	Vacant.....	.....	.....	.....	.....
Rustico.....	17 May, '75	F. Buote	1 May, '97	200 00	2 00	.....
St. Peter's Bay.....	10 April, '75	John McGrath.....	28 June, '87	200 00	.....	.....
Souris East and West...	10 do '75	John McCormick	25 April, '79	200 00	.....	.....
Summerside	15 July, '74	Wm. Stymest.....	20 Oct., '97	200 00	Nil.	.....
Tignish.....	22 April, '90	Vacant.....	.....	.....	.....	.....
Tracadie.....	17 May, '75	Donald Campbell	27 Aug., '95	200 00	.....	.....
Tryon.....	12 April, '77	Vacant.....	.....	.....	.....	.....
Vernon River Bridge...	19 May, '74	John Finlay	9 Oct.. '84	200 00	.....	.....
West River.....	17 do '75	Vacant.....	.....	.....	.....	.....

PROVINCE OF BRITISH COLUMBIA.

Chemains.....	2 March, '97	Lewis G. Hill.....	2 March, '97	200 00	73 00	.....
Comox	— April, '96	Geo. H. Roe.....	25 April, '96	200 00	75 00	.....
Nanaimo.....	10 do '75	H. Cooper	25 Feb., '97	500 00	275 50	.....
New Westminster.....	23 Jan., '80	J. N. Draper	18 Aug. '86	400 00	87 00	.....
Quadra	17 April, '77	Vacant.....	.....	.....	.....	.....
Vancouver, including Burrard Inlet.....	22 Feb., '88	Malcolm McLeod	14 Jan., '97	400 00	323 50	.....
Victoria and Esquimalt.	20 March, '75	C. E. Clarke.....	3 Nov., '94	600 00	586 00	.....

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

APPENDIX No. 28.

LIST of Certificates of Competency granted to Masters and Mates of FOREIGN SEA-GOING Vessels, during the year ended 30th June, 1897.

Number of Certificate	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1896.					$ cts.
3207	July 2..	Everett Tedford	Master	Sandford, N.S	St. John	15 00
3208	do 2..	John Angus McDonald	do	Belfast, P.E.I	do	15 00
3209	do 2..	Harry Smith	do	Walton, N.S	do	15 00
3210	do 16..	Geo. Wm. Robarts	Mate	Avondale, N.S	Halifax	8 00
3211	do 16..	James Frank Rose	do	Cheverie, N.S	do	8 00
3212	do 18..	George Henry Kierstead	Master	Alma, Albert Co., N.B.	St. John	15 00
3213	do 18..	Daniel Neil Campbell	do	Auckland, New Zealand.	do	15 00
3214	Aug. 1..	Henry Scadding Sullivan	Mate	Toronto, Ont.	Quebec	8 00
3215	Sept. 12..	Leander H. Porter	Master	Lower Granville, N.S.	Halifax	15 00
3216	do 14..	Walter Nisbet Davis	do	Yarmouth, N.S	Yarmouth	15 00
3217	do 14.	Arthur Wm. Hilton	do	do	do	15 00
3218	do 14..	Alden Garron	Mate	Woods Harbour, N.S	do	[illegible] 00
3219	do 14..	Wilfred Ernest Gardiner	do	Warrington, Eng	Victoria	[illegible] 00
3220	do 14.	Robert James Cain	2nd Mate	Isle of Man	do	[illegible] 00
3221	do 17..	Oscar Brinton Starratt	Master	Cambridge, N.S	Halifax	15 00
3222	do 19..	Ernest Edwin Allen	2nd Mate	London, Eng	Victoria	[illegible] 00
3223	do 21..	Wm. Patillo Bennett	Mate	Windsor, N.S	Halifax	[illegible] 00
3224	do 29..	Russell Adolph Barber	2nd Mate	Manchester, Eng	Victoria	[illegible] 00
3225	Nov. 9..	Dan. McAulay MacKenzie	Mate	Pictou, N.S	Halifax	[illegible] 00
3226	do 23..	Arthur Murray	2nd Mate	Manchester, Eng	Victoria	[illegible] 00
3227	do 24..	John Monsarrat Wright	Mate	Vancouver, B.C	do	[illegible] 00
3228	Dec. 10..	Robert Rodgers	2nd Mate	Port Glasgow, Scotland	do	[illegible] 00
3229	do 14..	Christopher M. Kimber	do	Victoria, B.C	do	[illegible] 00
3230	do 22..	Harvey Brooks Fitzgerald	Master	Weymouth, N.S	St. John	15 00
3231	do 22..	James Leslie Smith	do	Woods Harbour, N.S.	do	15 00
	1897.					
3232	Jan. 4..	Fred. Morton Simpson	do	Yarmouth, N.S	Yarmouth	15 00
3233	do 4..	David Laugher	Mate	Sable Island, N.S	do	[illegible] 00
3234	do 4..	Edmond Thompson	do	Yarmouth, N.S	do	[illegible] 00
3235	Feb. 10..	Wm. Fred. Inskip	do	Torpoint, B.C	Victoria	[illegible] 00
3236	do 20..	John Douglas	do	Maitland, N.S	Halifax	[illegible] 00
3237	do 20..	Julius Anderson Scotney	do	do	do	[illegible] 00
3238	March 2..	Carl Edwin Carlson	Master	St John, N.B	St. John	15 00
3239	do 2..	Daniel Malman	Mate	Hillsboro, N.B	do	[illegible] 00
3240	do 2..	Wm. John Dalton	Master	Fairville, St. John, N.B.	do	15 00
3241	do 11..	Alonzo Hunter	2nd Mate	Windsor, N.S	Halifax	[illegible] 00
3242	do 11..	Andrew C. Davison	Master	Hantsport, N.S	do	15 00
3243	do 17..	Harry Alden Huff	do	do	do	[illegible] 00
3244	do 23..	Thomas Sladen	Mate	Salcombe, G.B.	Victoria	[illegible] 00
3245	do 28..	Edward Evans Whistler	do	Victoria, B.C	do	[illegible] 00
3246	May 14.	John Edward Jeffery	Master	St. John, N.B	St. John	15 00
3247	do 14..	George Gilbert Haley	do	Westport, N.S	do	15 00
3248	do 18..	Alex. Putnam	do	South Maitland, N.S	Halifax	15 00
3249	do 18..	Arthur Gladwin Morris	Mate	Middle Musquodoboit	do	[illegible] 00
3250	do 18..	Robert Walter Shears	2nd Mate	Victoria, B.C	Victoria	[illegible] 00
3251	do 18..	Edward John Ruxton	do	Liverpool, Eng	do	[illegible] 00
3252	do 18..	Charles Geo. Mickleburgh	do	Oswestry, Shropshire, E.	do	[illegible] 00
3253	do 18..	Ernest Arthur Brown	do	Cheshnuts, Herts, Eng	do	[illegible] 00
3254	June 2..	Edward Holland	Mate	Louisburg, C.B., N.S.	Halifax	[illegible] 00
3255	do 12..	James Alex. Sanford	Master	St. John, N.B	St. John	15 00
3256	do 12..	John Farry	Mate	do	do	[illegible] 00
3257	do 12..	David Leslie McRoberts	2nd Mate	St. Andrews, N.B	do	[illegible] 00
3258	do 12..	Chas. Butler Fenton	Mate	Auckland, New Zealand.	do	[illegible] 00
3287	Aug. 25..	Wm. Trennum	Master	Bobcaygeon, Ont	Kingston	[illegible] 00
3288	Sept. 16..	Thos. Z. Taylor	do	Charlottetown, P.E.I.	Charlottetown	[illegible] 00
3289	do 17..	John A. Johnston	Mate	Halifax, N.S	Halifax	[illegible] 00
3290	do 19..	Alex. Allen	Master	Wallaceburg, Ont	Wallaceburg	[illegible] 00
3291	do 22..	Wm. Ritchie	do	Three Rivers, Que	Quebec	[illegible] 00

LIST of Certificates of Service granted to Masters and Mates of INLAND and COASTING Vessels, during the year ended 30th June, 1897.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1896.					$ cts.
3292	Sept. 22..	John Ritchie	Master	Grand Piles, Que.	Quebec	8 00
3293	do 30..	Thos. Valentine Hutchison	do	London, Ont.	St. Catharines	8 00
3294	do 30..	Stephen Marshall Rolf	do	Port Greville, N.S.	Parrsboro	8 00
3295	Oct. 28..	Daniel Aussant	Mate	Sorel, Que.	Quebec	4 00
3296	Dec. 4..	Geo. Ed. Cox	Master	Port Sandfield, Ont.	St. Catharines	8 00
3297	do 10..	Gelean Campbell	do	Wellington, lot 16, P.E.I.	Summerside	8 00
3298	do 18..	Geo. Ostrout	do	Montreal, Que.	Ottawa	8 00
	1897.					
3299	Jan. 8..	Edward Crews	do	Halifax, N.S.	Halifax	8 00
3300	do 27..	John Oliver	do	Kingston, Ont.	Kingston	8 00
3301	Feb. 1..	John Wheeler	Mate	Pictou, N.S.	Pictou	8 00
3302	do 3..	Daniel McDonald	Master	Summerside, P.E.I.	Charlestown	8 00
3303	do 10..	Thos. Willard Pyke	do	Wolfe Island, Ont.	Kingston	8 00
3304	Mch. 1..	Liboire Paquin	do	Montreal, Que.	Quebec	8 00
3305	do 2..	Donald Jno. McDonald	Mate	Kingston, Ont.	Kingston	4 00
3306	do 31..	Antoine Bonenfant	Master	Quebec	Quebec	15 00
3307	April 3..	Frank Colin	Mate	St. John, N.B.	Parrsboro	4 00
3308	do 6..	Richard E. Burke	Master	Ingonish, C.B., N.S.	Sydney	8 00
3309	do 7..	Thos. Collins	do	Kingston, Ont.	Kingston	8 00
3310	do 9..	Raymond Wilson	do	Barrington, Ont.	Barrington	8 00
3311	do 22..	Joseph Bowie	do	Boyeston, Guysboro Co, N.S	Halifax	8 00
3312	May 28..	Isaac Watt	do	Windsor, Ont.	St. Catharines	8 00
3313	do 31..	John T. Dewar	do	Montague, N.S.	Pictou	8 00
3314	June 12..	Edmond Bonenfant	do	Charlemagne, P.Q.	Quebec	8 00
3315	do 16..	Michel Girouard	do	Buctouche, N.B.	Buctouche	8 00
15938	July 2..	Wm. Geo. Shaw	do	Cardinal	Ottawa	15 00
15939	do 2..	John Jackson	do	Windsor	St. Catharines	15 00
15940	do 2..	Alex. Brown	do	Collingwood	do	15 00
15941	do 2..	Herman Tofte	do	Vancouver	Victoria	15 00
15942	do 6..	James Abuer Erb	Mate	Springfield R. Co., N.B.	St. John	6 00
15943	do 6.	James Francis	Master	Dresden, Ont.	St. Catharines	15 00
15944	do 10..	Wm. J. Snodgrass	do	Okanagan Falls, B.C.	Victoria	15 00
15945	do 15..	Wm. Wallace Wood	do	River Hébert, N.S.	St. John	15 00
15946	do 14..	Gustavus Hamilton	do	Spanish Station.	Spanish River	15 00
15947	do 16..	John Dix	do	Garden Island	Kingston	15 00
15948	do 16	Thos. Arthur Nicholson	do	Gananoque, Ont.	do	15 00
15949	do 16..	Murdoch Landry	Mate	Halifax, N.S.	Halifax	6 09
15950	do 17..	Marshall Woodcock	Master	Deseronto, Ont.	Kingston	15 00
15951	do 20..	Angus Campbell	do	Nelson, B.C.	Victoria	15 00
15952	do 20..	John Wm. Butler	do	Victoria, B.C.	do	15 00
15953	do 21..	Jas. McLarty	do	Windsor, Ont.	Kingston	15 00
15954	do 21..	Imbert Ottis Canning	Mate	Port Greville.	St. John	6 00
15955	do 23..	Wm. Edwd. James	Master	Combermere, Ont.	Ottawa	15 00
15956	do 23..	George Poirier	do	Caraquet, N.B.	do	15 00
15957	do 23..	Louis Casper Krell	Mate	Port Dover, Ont.	St. Catharines	6 00
15958	do 24..	Wm. Henry Featherstonhaugh	Master	Penetanguishene, Ont.	do	15 00
15959	do 25..	Andrew Cyr	do	Maria, P.Q.	Dalhousie	15 00
15960	do 27..	Johnson Kenwick Pettis	do	Fox Riv., Parrsboro, N.S.	St. John	15 00
15961	do 27..	Wm. Sommerville	do	Vancouver, B.C.	Victoria	15 00
15962	do 28..	Wm. Reid, jun	do	Newcastle, N.B.	Newcastle	15 00
15963	Aug. 1..	Geo. Hubal Latour	do	Ottawa, Ont.	Ottawa	15 00
15964	do 3..	Jas. Kirkwood	do	Kingston, Ont.	Kingston	15 00
15965	do 3..	Byard Powell	do	Freeport, N.S.	St. John	15 00
15966	do 10..	Western Smith Kelly	do	Bridgeworth, Ont.	Kingston	15 00
15967	do 10..	Osmand Sewell	do	Upper Maugerville, N.B.	Fredericton	15 00
15968	do 10..	Loran A. Kenney	Mate	Yarmouth, N.S.	Yarmouth	6 00
15969	do 11..	Alfred Ouellette	Master	Lachine, Que.	Kingston	15 00
15970	do 12..	John Alcock	do	South Vancouver, B.C.	Victoria	15 00
	1896.					
15971	Aug. 12..	Michael Manson	do	Cortez Island, B.C.	do	15 00
15972	do 12..	Andrew Strong	Mate	Victoria, B.C.	do	6 00
15973	do 13..	John Leonard	do	Narrows Road, St. John, N.B.	St. John	6 00

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, during the year ended 30th June, 1897.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1896.					$ cts.
1974	Aug. 14	Geo. James Gay	Master	Hamilton, Ont	St. Catharines	15 00
1975	do 15	James Tobin, jr	Mate	Peterboro, Ont	Kingston	6 00
1976	do 18	Wm. Marshall Hodgson	Master	Port Perry	do	15 00
1977	do 18	Frank Patenaude	do	Melocheville, Que	St. Catharines	15 00
1978	do 24	Chas. Elmore Ferfoy	do	Hantsport, N.S	Halifax	15 00
1979	do 24	Chas. Johnson	Mate	Port Dalhousie, Ont	St. Catharines	6 00
1980	do 24	Francis Jas. Davis	do	Wiarton, Ont	do	6 00
1981	do 25	John Ryan	Master	Kingston, Ont	Kingston	15 00
1982	Sept. 16	Jas. McNeill, jr	Mate	Owen Sound, Ont	St. Catharines	6 00
1983	do 16	John Abel	Master	St. Catharines, Ont	do	15 00
1984	do 16	George Robertson	do	Kaslo, B.C	Victoria	15 00
1985	do 17	Laurent Vernier	do	Coteau Landing, Que	Ottawa	15 00
1986	do 16	Chas. N. Nicholson	do	Victoria, B.C	Victoria	15 00
1987	do 17	Olivier Morin	do	Sorel, Que	Quebec	15 00
1988	do 17	Norman Edsell Burton	Mate	Barrie, Ont	St. Catharines	6 00
1989	do 17	John Anderson	Master	Vancouver, B.C	Victoria	15 00
1990	do 19	Harley Demeng	do	Port Stanley, Ont	St. Catharines	15 00
1991	do 19	Jno. Le Baron Matinney	do	Greenwich, N.B	St. John	15 00
1992	do 21	Chas. Laviolette	do	St. Ours, Que	Quebec	15 00
1993	do 21	Jno. Edgar McKinnon	Mate	Yarmouth, N.S	Yarmouth	6 00
1994	do 21	Alfred Henry Bickmore	do	Alport, Ont	St. Catharines	6 00
1995	do 21	Isaac Woolner	do	Collingwood, Ont	do	6 00
1996	do 21	Edward Young	Master	Youngs Point, Ont	Kingston	15 00
1997	do 22	Chas. Lapierre	do	Montreal, Que	Quebec	.....
1998	do 22	Edwin S. Loye	do	Lunenburg, N.S	Lunenburg	15 00
1999	do 24	Geo. Robertson	do	Kaslo, B.C	Victoria	.....
2000	do 24	Allan Lean	do	Pilot Bay, B.C	do	15 00
2001	do 24	Dan. Jennings Butler	do	Victoria, B.C	do	15 00
2002	do 30	John Cheyne Craig	do	Collingwood, Ont	St. Catharines	15 00
2003	Oct. 1	Edward Burke	do	Midland, Ont	do	15 00
2004	do 5	Wm. Alex. Clark	do	Collingwood, Ont	do	15 00
2005	do 7	Joseph Laurion	do	Montreal, Que	Quebec	15 00
2006	do 7	Michael McManus	do	Mount Pleasant Valley, Que	do	15 00
2007	do 7	Geo. Poulet	do	Sorel, Que	do	15 00
2008	do 10	Jno. Wm. Diament	do	Lindsay, Ont	Kingston	15 00
2009	do 13	Henry Arthur Young	do	New Westminster, B.C	N. Westm'ter	15 00
2010	do 13	Wm. E. Gardner	do	Victoria, B.C	Victoria	15 00
2011	Nov. 16	Harry Hugh Robinson	Mate	Parrsboro, N.S	St. John	6 00
2012	Oct. 21	Frank Dechaine	Master	St. Demont, Que	Ottawa	15 00
2013	do 21	Geo. L. Graham	do	Arnprior, Ont	do	15 00
2014	do 26	Beverly Lyon	do	St. John, N.B	St. John	15 00
2015	Nov. 2	Hume Blackley Babington	do	Vancouver, B.C	Victoria	15 00
2016	do 2	Geo. Larsen	Mate	Victoria, B.C	do	6 00
2017	do 4	Chas. Alphonse Gardner	do	New Westminster, B.C	N. Westm'ter	6 00
2018	do 7	Willoughby Ley	do	Mainadieu, C.B., N.S	Sydney	6 00
2019	do 9	Embry Hilbert Paul	Master	St. John, N.B	St. John	15 00
2020	do 10	Joseph Mortimer	do	Mortimer, Muskoka Dist'ct	St. Catharines	15 00
2021	do 10	Chas. Arthur Monteith	do	Rosseau, Ont	do	15 00
2022	do 11	Malcolm Macaskill	do	Vancouver, B.C	Victoria	15 00
2023	do 12	Wm. Henry Giles	Mate	Gravenhurst, Ont	St. Catharines	6 00
2024	do 18	Henry White	Master	Huntsville, Ont	do	15 00
2025	Dec. 3	Austin Sherman French	do	New Westminster	Victoria	15 00
2026	do 3	Lauchlin McKinnon	Mate	" "	do	6 00
2027	do 29	Robert Dravey	Master	Nama Harbor, B.C	do	15 00
2028	do 5	Jos. Sherwood Wallis	do	Port Carling, Ont	St. Catharines	15 00
2029	do 10	Edmond Corriveau	do	Quebec	Quebec	.....
2030	do 14	Wm. Hy. McCulley	Mate	Port Carling, Ont	St. Catharines	6 00
2031	do 23	David Rippey	Master	Annapolis, N.S	Annapolis	15 00
	1897.					
2032	Jan. 4	Elias Smith	Master	Yarmouth, N.S	Yarmouth	15 00
2033	do 4	Louis Brown	do	Tracadie, N.B	St. John	15 00
2034	do 4	Jas. Sinclair Inkster	do	Goderich, Ont	St. Catharines	15 00
2035	do 4	Kasmus Hansen	do	Gravenhurst, Ont	do	15 00
2036	do 4	Donald A. McKinnon	Mate	Beaverton, Ont	do	6 00

T of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, &c.—*Continued.*

Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
1897.					$ cts.
an. 4..	Wm. Benoay Vansickle...	Mate	Lynden, Ont.....	St. Catharines.	6 00
do 7..	Albert G. Peters.....	Master	New Westminster, B.C. ..	Victoria.....	15 00
do 14..	Jno. Ritchie Craigie	do	Goderich, Ont.	Goderich.....	15 00
do 14..	Jas. Badcock.....	do	Victoria, B.C.....	Victoria.....	15 00
do 16..	Jas. Nevin.....	Mate.....	Toronto, Ont.	St. Catharines.	6 00
do 16 .	Alfred Bodily..	do	Victoria, B.C.....	Victoria.....	6 00
do 18..	Chas. Rush.....	Master	Vancouver, B.C.	do	6 00
do 30..	Geo. G. Allan....	do	Fort Frances, Ont.....	Winnipeg. ..	.....
eb. 10..	Alfred Grenbund.....	Mate.....	Vancouver, B.C.....	Victoria.....	6 00
do 10..	Edwd. Bulmer Rhoda.....	do	do	do	6 00
do 10..	Frank Taunton Saunders..	Master....	do	do	15 00
do 10..	Martin Jonason	do	Montreal River, Ont	Ottawa.....	15 00
do 10..	Ed. Marshall Baird... ,	do	Great Village, N.S.....	St. John.....	15 00
do 10..	Fred. Harley Colwell.....	do	Upper Semseg, Queen's Co., N.B..	do	15 00
do 10..	Chas. Robt. White	do	Riverside, Albert Co., N.B.	do	15 00
do 10..	Gerald Irwin McNamara..	Mate.....	Parrsboro', N.S.....	do	6 00
do 10..	Jno. Bernhard Blomquist.	do	St. John, N.B..... ...	do	6 00
do 10..	Wm. Lawrence Murphy ..	Master.....	Pembroke, Ont..... . .	Kingston. ...	15 00
do 11..	Lorenzo Raymond Maguire	do	Pirate Harbour, N.S.....	Port Mulgrave	15 00
do 11..	Howard Springer.....	do	Upper Jemseg, Queen's Co., N.B..	St. John.....	15 00
do 24..	Nelson King	Mate.....	Oakville, Ont.	St. Catharines.	6 00
do 24..	Wm. Stephen Major	Master.....	Sarnia, Ont	do ..	15 00
do 24..	Patrick Walsh..	do	Hamilton, Ont..... ..	do ..	15 00
do 24..	Donald Robinson Glennie.	Mate.	River Hébert, N.S.....	St. John.....	6 00
do 24..	Avard Melville Rockwell..	Master.....	do	do	15 00
do 24..	Robt. Alex. Gilbert.....	Mate.....	Addington, Ont..... ...	Kingston	6 00
do 25..	Peter McIntosh	Master....	French River, Ont.....	St. Catharines.	15 00
do 25..	Thos. Henry Brown	do	West Victoria, B.C	Victoria.....	15 00
do 25..	Bernerd Larsen..... ..	do	Victoria, B.C.....	do	15 00
do 25..	Samuel Stanwood.....	do	Yarmouth, N.S....	Yarmouth....	15 00
Iar. 1 .	Wm. Penn Short.....	do	Trail, B.C.....	Victoria.....	15 00
do 1..	Andrew Leishman	Mate.	Vernon, B.C.....	do	6 00
do 1..	McPhee Howatt.....	Master.....	Kaslo, B.C..	do	15 09
do 1..	Wm. John Madden.	do	Penetanguishene, Ont.....	St. Catharines.	15 00
do 2..	Benj. Vaughan Naylor....	do	Nayon, Que.....	Ottawa.....	15 00
do 4..	Eugene Lavigne..... .	do	Ottawa, Ont	do . ..	15 00
do 10..	John McDonald....	do	Canso, N.S.....	Port Mulgrave	15 00
do 11..	Wm. Sencabaugh.....	Mate.....	Georgetown, P.E.I.....	Halifax	8 00
do 11 .	Philip J. Campbell	Master.....	Cardigan, P.E.I.....	do	15 00
do 12..	Thos. Hannay Salter.....	do	Parrsboro', N.S..... . .	St. John.. ...	15 00
do 12..	Jas. Thos. Jackson	do	Hamilton, Ont.....	St. Catharines.	15 00
do 13..	Albert Edwd. Stinson	Mate.... .	Toronto	do	6 00
do 13..	Wm. John Murphy.....	Master.....	Kingston, Ont	Kingston.....	15 00
do 13..	Havelock Newcomb .	Mate.....	Hantsport, N.S.....	Yarmouth....	6 00
do 13..	Sylvester Ed. St. Amour..	Master.....	Wallaceburg, Ont.....	St. Catharines.	15 00
do 15..	G. W. L. Merseburg.....	do	St. John, N.B	St. John.....	15 00
do 15..	Jas. W. Rigney	Mate....	Sarnia, Ont..... ..	St. Catharines.	6 00
do 15..	Hance Albert Cole.	Master.....	Dorchester, N.B.....	St. John.....	15 00
do 16..	Grant Graham Horne.....	do	Wolfe Island, Ont.....	Kingston.....	15 00
do 16..	Wm. C. Slade....	do	Kaslo, B.C.....	Nelson	.....
do 19..	Pontaleon Roberge.....	do	New Liverpool, Que. .. .	Quebec.....	15 00
do 22..	Alex. McLennan	do	New Westminster, B.C....	Victoria.....	15 00
do 22..	Murdoch Landry	do	Port Morien, C.B., N.S...	Sydney	15 00
do 22..	Samuel Lovatt	do	Pilot Bay, B.C.....	Victoria.....	15 00
do 24..	Andrew Purves.....	Mate.....	Pembroke, Ont.....	Kingston.....	6 00
do 30..	Wm. Jno. Irving.....	do	St. Catharines, Ont..	St. Catharines.	6 00
do 30..	Felix Peter Graveline.....	Master.... .	Amherstburg, Ont.....	do ..	15 00
do 30..	Geo. Murphy.	Mate.....	St. John, N.B.....	St. John.....	6 00
do 30..	John Cherry..	do	Barriefield, Ont.....	Kingston.....	6 00
do 31..	Esdras Beaudet.....	Master.....	Lotbinière, Que..... ..	Quebec.....	15 00
do 31..	John Sidney Eamoe	do	Township of Osnabruck, Ont.....	Cornwall,.....	15 00
April 3..	Edwd. Bennett.	do	Kingston, Ont....	Kingston.....	15 00
do 5..	Harry Dexter.....	do . . .	Cheverie, N.S.....	Yarmouth....	15 00

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	$
	1897.					
2100	April 5	Wm. Jas. Moss	Mate	Port Maitland, Ont	St. Catharines	[illegible]
2101	do 8	Edgar Elroy Sanford	do	Summerville, N.S	Yarmouth	[illegible]
2102	do 8	Archie Smith Campbell	Master	Stewartville, Ont	Ottawa	15 00
2103	do 8	Gaudias Fortin	Master	St. Valier, Que	Quebec	15 00
2104	do 10	Daniel Mooney	do	Vancouver, B.C.	Vancouver	15 00
2105	do 10	Richard Power	Mate	New Westminster	Victoria	6 00
2106	do 13	Allen J. Nesbitt	do	Trail, B.C	do	6 00
2107	do 15	Edward Mackie	Master	Little Current, Ont	St. Catharines	15 00
2108	do 15	John Sinclair	do	Rusagornis, N.B.	Fredericton	15 00
2109	do 17	William Henry Wenborne	do	Wolfe Island, Ont.	Kingston	15 00
2110	do 21	Ludwig Anderson	Mate	Vancouver, B.C.	Victoria	6 00
2111	do 21	John Morley Newcomb	Master	Vancouver, B.C.	Victoria	15 00
2112	do 21	Wm. Fitzgerald	Mate	Windsor, Ont	St. Catharines	6 00
2113	do 21	Hugh Jas. McIntyre	Master	Toronto, Ont	do	15 00
2114	do 21	Thos. Tremblay	do	Quebec	Quebec	15 00
2115	do 22	Francis Gerald Young	Mate	Young's Point, Ont.	Kingston	6 00
2116	do 22	David Moreau	Master	Port Severn, Ont.	St. Catharines	15 00
2117	do 22	Ed. De Young	do	Eastern Passage, N.S	Halifax	15 00
2118	do 26	Robert Thomson Johnston	do	St. Catharines, Ont	St. Catharines	15 00
2119	do 26	John Archibald Fraser	do	Huntsville, Ont	do	
2120	do 23	Jno. Geo. McEwen	Mate	Georgeville, Que	Quebec	6 00
2121	do 26	Frank Day	Master	Carleton City, N.B.	St. John	15 00
2122	do 26	Benoit Bergeron	do	St. Etienne, Que	Quebec	15 00
2123	do 27	Wm. Jas. Stewart	do	Ottawa, Ont	Kingston	15 00
2124	do 28	Jos. Arthur Goodwin	Mate	Toronto, Ont	St. Catharines	6 00
2125	do 28	Edward Evans Whistler	Master	Victoria, B.C.	Victoria	15 00
2126	do 30	Dennis Blake	do	Parrsboro, N.S.	St. John	15 00
2127	May 4	Jean Dechaine	do	Chicoutimi, Que	Quebec	15 00
2128	do 4	Douglas Cummings	do	Waubaushene, Ont	St. Catharines	15 00
2129	do 4	Zenon Lavigne	do	St. Anne's, Que	Ottawa, Ont.	15 00
2130	do 12	Daniel Archibald Morrison	do	Point Tupper, N.S.	Port Mulgrave	15 00
2131	do 12	Karl Peterson	do	Millerton, N.B.	Newcastle	15 00
2132	do 12	Robert Ferris	do	Rat Portage, Ont.	Rat Portage	7 00
2133	do 12	Emil Johnson	do	New Westminster, B.C.	N. Westm'r.	15 00
2134	do 13	Jas. Olsson	do	Victoria, B.C.	Victoria	15 00
2135	do 13	Jas. Playfair	do	Midland, Ont.	Kingston	15 00
2136	do 20	Archie McIntyre	Mate	Presque Isle, Ont	St. Catharines	6 00
2137	do 21	Wm. Henry Henneberry	Master	Halifax, N.S.	Halifax	15 00
2138	do 21	Wm. Gallagher	do	Halifax, N.S.	do	15 00
2139	do 26	John Glenn	do	Keewatin	Winnipeg	7 00
2140	do 26	Edmund E. Petrie	do	Glace Bay, C.B., N.S.	Sydney	15 00
2141	do 26	Geo. Hen. French	do	New Westminster, B.C.	N. Westm'r.	16 00
2142	do 28	Joseph Gouin	do	St. Ours, Que	Quebec	15 00
2143	do 28	John Dennis Sullivan	Mate	St. Catharines, Ont	St. Catharines	6 00
2144	do 31	Alex. Rod. McLean	Master	Sault Ste. Marie, Ont	do	15 00
2145	do 31	Alexander McDonald	do	Inverness, N.S	Pictou	15 00
2146	June 4	Jas. Robinson	do	Millerton, N.B.	Newcastle	15 00
2147	do 4	Antoine Mainville	do	Stoneville, P.Q	Ottawa	15 00
2148	do 9	Louis Robideau	do	Cornwall, Ont	Cornwall	15 00
2149	do 10	Narcisse B. Giroux, jr	Mate	Pembroke, Ont	Kingston	[illegible]
2150	do 10	Pierre Brunelle	do	Champlain, Que	Quebec	[illegible]
2151	do 10	Charley Johnson	do	Victoria, B.C.	Victoria	[illegible]
2152	do 10	Theo. M. Magneson	Master	do	do	[illegible]
2153	do 10	John E. Hamilton	do	Vancouver, B.C.	do	[illegible]
2154	do 12	Honoré Bonenfant	do	Montreal, Que	Quebec	[illegible]
2155	do 14	Kenneth Morrison	do	Bracebridge, Ont.	St. Catharines	[illegible]
2156	do 19	Hugh Harry Bostock	Mate	West Selkirk, Man	Winnipeg	[illegible]
2157	do 23	Arch'd F. McDonald	Master	Pictou, N.S	Halifax	[illegible]
2158	do 23	Nap. Lefabvre	do	Lachine, P.Q.	Quebec	[illegible]
2159	do 23	Jean Baptiste Lasalle	do	Montreal, Que	do	[illegible]
2160	do 24	Jas. Clark	do	Kingston, Ont	Kingston	[illegible]
2161	do 24	Frank Lefromboise	do	Amherstburg, Ont.	St. Catharines	[illegible]
2162	do 28	Thos. Arnold Ehtmann	Mate	St. John, N.B.	St. John	[illegible]
2163	do 28	Wm. McIntosh	Master	Pictou, N.S.	Pictou	[illegible]
2164	do 29	Edwin Lawlor	do	Hawkesbury, Ont.	Ottawa	[illegible]
2165	do 29	Chas. John Blomquist	Mate	Victoria, B.C.	Victoria	[illegible]

NOTE.—Names printed in italics are Shipping Masters appointed under the Act, the others the Collectors of Customs who act as Shipping Masters.

QUEBEC.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1897.			For Half-year ended 31st December, 1897.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
					$ cts.			$ cts.			$ cts.
Escoumains	Bonaventure	John Topping		Nil.							
Gaspé	Gaspé	*F. G. Eden*									
Magdalen Islands	Gaspé	P. L. Joncas					Nil.				
Montreal	Montreal	Wm. Cunningham	1,597	527	956 60	4,146	1,617	2,558 10	5,743	2,144	3,514 70
New Carlisle	Bonaventure	P. C. Beauchesne	7	3	4 40	7	6	5 30	14	9	9 70
New Richmond	Bonaventure	R. W. H. Dimock									
Percé	Gaspé	W. Flynn					Nil.				
Quebec	Quebec	*J. U. Gregory*	160	51	95 30	124	146	105 80	284	197	201 10
Rimouski	Rimouski	J. A. Martin									
St. Johns	St. Johns	H. W. Wood					Nil.				
Sorel	Richelieu	Joseph Mathieu									
Three Rivers	Three Rivers	P. B. Vanasse									

NEW BRUNSWICK.

Alma	Albert	D. Clevelaud									
Bathurst	Gloucester	John E. Baldwin	7	2	3 20	1	13	4 40	8	15	7 60
Buctouche	Kent	J. J. LeBlanc		Nil.			Nil.				
Chatham	Northumberland	*J. J. Brown*	27	6	15 50	62	37	42 60	90	43	58 10
Cocagne	Kent	A. K. Dysart					Nil.				
Dalhousie	Restigouche	W. Montgomery									
Dorchester	Westmoreland	Walter Dobson									
Fredericton	York	A. F. Street					Nil.				
Grand Manan	Charlotte	E. A. Calder	7	7	5 60	5	4	3 70	12	11	9 30
Grand Harbour	Charlotte	D. J. W. McLaughlin									
Harvey	Albert	G. Brewster	11	8	7 90	12	15	10 50	23	23	18 40
Hillsborough	Albert	John Wallace									

STATEMENT showing returns respecting shipping and discharging Seamen, &c.—*Continued.*

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1897.			For Half-year ended 31st December, 1897.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
					$ cts.			$ cts.			$ cts.
Lepreaux	Charlotte	G. K. Hanson	3		1 50				3		1 50
Moncton	Westmoreland	J. W. Binney									
Musquash	St. John.	A. T. Dunn.									
New Brandon	Gloucester	F. J. Foley.									
Newcastle	Northumberland	J. Niven				9	8	6 90	9	8	6 90
North Joggins	Westmoreland	Rufus C. Ward									
Quaco	St. John	J. Carson	50	34	35 20				50	34	35 20
Richibucto	Kent	B. V. Johnson									
Rockland	Westmoreland	A. Boudreau									
Rockport	Westmoreland	R. C. Ward.	7	4	4 70				7	4	4 70
Sackville	Westmoreland	W. C. Milner									
St. Andrews	Charlotte										
St. George	Charlotte	James McKay									
St. John	St. John	*W. H. Purdy*	1,331	6 19	851 20	1,443	1,189	1,078 20	2,774	1,808	1,929 40
St. Stephens	Charlotte	H. Graham	Nil.	6	1 80					6	1 80
Shediac	Westmoreland	W. R. Wood	7	10	6 50	10	5	6 50	17	15	13 00
Shippegan	Gloucester	Henry A. Sormany		Nil.							
NOVA SCOTIA.											
Advocate	Cumberland	Wm. Moore.	21	13	14 40	9	12	8 10	30	25	22 50
Amherst	Cumberland	W. D. Main									
Annapolis	Annapolis	E. McCormick									
Antigonish	Antigonish.	A. Boyd		Nil.			Nil.				
Apple River	Cumberland	H. H. Mosher.									
Arichat	Richmond	*D. O'C. Madden.*									
Aspy Bay	Victoria	D. McDonald									
Baddeck.	Victoria	J. McDonald					Nil.		3		1 50
Barrington	Shelburne	D. Sargent	11		5 50	9	6	6 30	20	6	11 80
[illegible]	Antigonish	E. G. Randall		1	0 30					1	0 30
	Digby	E. E. Theriault.	71	56	52 30	68	61	52 30	139	117	104 60
		T. H. Millar	70	44	48 20	71	66	[illegible]	[illegible]	[illegible]	[illegible]

Digby	Digby	J. M. Viet	7	4	4 70	4	3	2 90	11	7	7 60
Freeport	Digby	A. F. Outhouse									
French Cross	King's	J. E. Orpen			Nil.	3	1	1 80	3	1	1 80
Great Bras d'Or	Cape Breton	D. Campbell		Nil.							
Guysboro'	Guysborough	W. Cameron		Nil.							
Halifax	Halifax	*H. Bligh*	1,341	1,068	990 90	1,208	1,082	928 60	2,549	2,150	1,919 50
Hantsport	Hants	J. W. Lawrence				32	38	37 40	32	38	37 40
Harbour au Bouche	Antigonish	E. Corbet									
Harbourville	King's	Chas. E. Morris	12	3	6 90	7	6	5 30	19	9	12 20
Isaacs Harbour	Guysborough	J. D. Griffin	15	2	8 10	6	7	5 10	21	9	13 20
Joggins	Cumberland	J. Moffat									
Jordan Bay	Shelburne	M. D. McKenzie				8	5	5 50	8	5	5 50
Lingan	Cape Breton	*Matthew Roche*									
Little Bras d'Or	Cape Breton	P. Collins									
Liscombe	Guysborough	James Hemlow									
Liverpool	Queen's	*W. A. Kenney*	103	35	62 00	151	59	93 20	254	94	155 20
Lockeport	Shelburne	J. R. Ruggles	100	83	74 90	60	50	45 00	160	183	119 90
Londonderry	Colchester	J. A. Blaikie					Nil.				
Louisbourg	Cape Breton	Wm. Lewis				62	57	48 10	62	57	48 10
Lunenburg	Lunenburg	*William Young*	266	273	214 90	307	340	255 50	573	613	470 40
Mahone Bay	Lunenburg	A. F. Zwicker									
Main à Dieu	Cape Breton	R. McDougall		Nil.							
Maitland	Hants	Alex. Roy	3		1 50			Nil.	3		1 50
Margaree	Inverness	M. A. Dunn					Nil.				
Margaretsville	Annapolis	D. W. Landers		Nil.							
Merigomish	Pictou	D. McGregor					Nil.				
Meteghan	Digby	E. U. Doucet	51	23	32 40	51	26	33 30	102	49	65 70
North-East Harbour	Shelburne	G. B. Swaine	9		4 50	9	5	6 00	18	5	10 50
North Sydney	Cape Breton	*James Armstrong*	98	25	56 50	200	110	133 00	298	135	189 50
Parrsborough	Cumberland	W. W. Cunnabel	187	144	135 20	213	164	155 70	379	308	290 90
Pictou	Pictou	*M. Campbell*	23	3	12 70	31	44	28 70	54	47	41 10
Port Acadia	Digby	A. Bourneuf									
Port Caledonia and Little Glace Bay	Cape Breton	J. J. Campbell									
Port Gilbert	Digby	James Bingay	58	13	32 90	47	77	46 60	105	90	79 50
Port Greville	Cumberland	James Kerr	30	34	25 20				30	34	25 20
Port Hawkesbury	Inverness	D. A. McDonald									
Port Hood	Inverness	E. D. Treman		Nil.			Nil.				
Port la Tour	Shelburne	J. W. Taylor		1	0 30					1	0 30
Port Lorne	Annapolis	W. Graves		Nil.			Nil.				
Port Medway	Queen's	E. E. Leston									
Port Morien	Cape Breton	W. W. Bown									
Port Mulgrave	Guysborough	D. Murray				11	3	6 40	11	3	6 40
Port William	King's	G. S. Lockwood			Nil.						

STATEMENT showing returns respecting shipping and discharging Seamen, &c.—*Concluded.*

NOVA SCOTIA—*Concluded.*

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1897.			For Half-year ended 31st December, 1897.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
					$ cts.			$ cts.			$ cts.
Pubnico	Yarmouth	P. S. D'Entremont									
Pugwash	Cumberland	J. Wilson					Nil.				
Ritcey's Cove	Lunenburg	A. Seaboyer	23	35	22 60	132	87	92 10	155	122	114 10
River Hébert	Cumberland	W. Moffat	28	2	14 60	27	17	18 60	55	19	33 20
St. Ann's	Cape Breton	D. McAuley		Nil.							
St. Mary's River	Guysborough	A. F. Falconer									
St. Peter's	Richmond	Donald Urquhart	30		15 00				30		15 00
Salmon River	Digby	I. H. C. Penny				25	13	16 40	25	13	16 40
Sheet Harbour	Halifax	M. Macfarlane									
Shelburne	Shelburne	W. W. Atwood	32	16	20 80	27	12	17 10	59	28	37 90
Sydney	Cape Breton	*Neil McDonald*	58	43	41 90				58	43	41 90
Sydney, Victoria Pier	Cape Breton	Vincent Mullins	4	4	3 05	51	48	39 90	55	52	42 95
Thorne's Cove	Annapolis	E. H. Porter	12		6 00				12		6 00
Truro	Colchester	George P. Nelson									
Tatamagouche	Colchester	J. A. G. Campbell		Nil.							
Wallace	Cumberland	Charles D. Kerr									
Walton	Hants	H. Woolaver		Nil.		2		1 00	2		1 00
West Arichat	Richmond	B. Poirier	10	4	6 20		8	3 20	10	12	9 40
Weymouth	Digby	N. B. Jones				126	51	78 30	126	51	78 30
Windsor	Hants	H. W. Dimock	54	19	32 70	107	72	75 10	161	91	107 80
Wilmot	Annapolis	G. B. Reed									
Wolfville	King's	J. B. Davidson									
Yarmouth	Yarmouth	N. L. Trefry	327	302	254 10	474	558	404 40	801	860	658 50

PRINCE EDWARD ISLAND.

Alberton	Prince	J. P. Brennan									
Cascumpec	Prince	James F. White									
Charlottetown	Queen's	H. W. Mutch	65	21	38 80				65	21	38 80
Crapaud	Queen's	S. J. B. Leard					Nil.				
Georgetown	King's	Charles Owen	20		10 00	10	2	5 60	30	2	15 60
Malpeque	Prince	J. M. MacNutt			Nil.						
Montague Bridge	King's	J. M. Aitken		5	1 50	16	7	10 00	16	12	11 60
Murray Harbour	King's	H. J. Brehaut		Nil.							
Pinette	Queen's	H. D. Morrison									
Port Hill	Prince	W. Hopgood		Nil.							
St. Peter's Bay	King's	J. A. McLaine									
Souris	King's	Michael J. Foley									
Summerside	Prince	Jos. Reed				5	20	10 00	5	20	10 00
Tignish	Prince	George Conroy			Nil.						

BRITISH COLUMBIA.

Ahouset	Clayoquot	C. R. McDougall	25	1	12 80				25	1	12 80
Barclay Sound	Vancouver	M. Swartout			52 80			21 20			74 00
Clayoquot	Clayoquot	John Grice									
Hesquait	Vancouver	A. J. Brabant									
Kynquot	Nanaimo	W. J. Feker	103	3	52 40		28	8 40	103	31	60 80
Massett Inlet	Queen Charl'te I'd,	Rev. Mr. Keen									
New Westminster	New Westminster.	J. S. Clute				35	6	19 30	35	6	19 30
Vancouver	New Westminster.	J. M. Bowell									
Victoria	Victoria	H. G. Lewis	285	176	195 30	543	597	450 60	828	773	645 90

APPENDIX No. 28.

LIST of Certificates of Competency granted to Masters and Mates of FORE SEA-GOING Vessels, during the year ended 30th June, 1897.

Number of Certificate	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.
	1896.				
3207	July 2..	Everett Tedford	Master	Sandford, N.S	St. John
3208	do 2..	John Angus McDonald	do	Belfast, P.E.I	do
3209	do 2..	Harry Smith	do	Walton, N.S	do
3210	do 16..	Geo. Wm. Robarts	Mate	Avondale, N.S	Halifax
3211	do 16..	James Frank Rose	do	Cheverie, N.S	do
3212	do 18..	George Henry Kierstead	Master	Alma, Albert Co., N.B.	St. John
3213	do 18..	Daniel Neil Campbell	do	Auckland, New Zealand.	do
3214	Aug. 1..	Henry Scadding Sullivan	Mate	Toronto, Ont.	Quebec
3215	Sept. 12..	Leander H. Porter	Master	Lower Granville, N.S	Halifax
3216	do 14..	Walter Nisbet Davis	do	Yarmouth, N.S	Yarmouth
3217	do 14.	Arthur Wm. Hilton	do	do	do
3218	do 14..	Alden Garron	Mate	Woods Harbour, N.S	do
3219	do 14..	Wilfred Ernest Gardiner	do	Warrington, Eng	Victoria
3220	do 14.	Robert James Cain	2nd Mate	Isle of Man	do
3221	do 17..	Oscar Brinton Starratt	Master	Cambridge, N.S	Halifax
3222	do 19..	Ernest Edwin Allen	2nd Mate	London, Eng	Victoria
3223	do 21..	Wm. Patillo Bennett	Mate	Windsor, N.S	Halifax
3224	do 29..	Russell Adolph Barber	2nd Mate	Manchester, Eng	Victoria
3225	Nov. 9..	Dan. McAulay MacKenzie	Mate	Pictou, N.S	Halifax
3226	do 23..	Arthur Murray	2nd Mate	Manchester, Eng	Victoria
3227	do 24..	John Monsarrat Wright	Mate	Vancouver, B.C	do
3228	Dec. 10..	Robert Rodgers	2nd Mate	Port Glasgow, Scotland	do
3229	do 14..	Christopher M. Kimber	do	Victoria, B.C	do
3230	do 22..	Harvey Brooks Fitzgerald	Master	Weymouth, N.S	St. John
3231	do 22..	James Leslie Smith	do	Woods Harbour, N.S	do
	1897.				
3232	Jan. 4..	Fred. Morton Simpson	do	Yarmouth, N.S	Yarmouth
3233	do 4..	David Laugher	Mate	Sable Island, N.S	do
3234	do 4..	Edmond Thompson	do	Yarmouth, N.S	do
3235	Feb. 10..	Wm. Fred. Inskip	do	Torpoint, B.C	Victoria
3236	do 20..	John Douglas	do	Maitland, N.S	Halifax
3237	do 20..	Julius Anderson Scotney	do	do	do
3238	March 2..	Carl Edwin Carlson	Master	St John, N.B	St. John
3239	do 2..	Daniel Malman	Mate	Hillsboro, N.B	do
3240	do 2..	Wm. John Dalton	Master	Fairville, St. John, N.B.	do
3241	do 11..	Alonzo Hunter	2nd Mate	Windsor, N.S	Halifax
3242	do 11..	Andrew C. Davison	Master	Hantsport, N.S	do
3243	do 17..	Harry Alden Huff	do	do	do
3244	do 23..	Thomas Sladen	Mate	Salcombe, G.B	Victoria
3245	do 28..	Edward Evans Whistler	do	Victoria, B.C	do
2246	May 14.	John Edward Jeffery	Master	St. John, N.B	St. John
3247	do 14..	George Gilbert Haley	do	Westport, N.S	do
3248	do 18..	Alex. Putnam	do	South Maitland, N.S	Halifax
3249	do 18..	Arthur Gladwin Morris	Mate	Middle Musquodoboit	do
3250	do 18..	Robert Walter Shears	2nd Mate	Victoria, B.C	Victoria
3251	do 18..	Edward John Ruxton	do	Liverpool, Eng	do
3252	do 18..	Charles Geo. Mickleburgh	do	Oswestry, Shropshire, E.	do
3253	do 18..	Ernest Arthur Brown	do	Cheshnuts, Herts, Eng	do
3254	June 2..	Edward Holland	Mate	Louisburg, C.B., N.S.	Halifax
3255	do 12..	James Alex. Sanford	Master	St. John, N.B	St. John
3256	do 12..	John Farry	Mate	do	do
3257	do 12..	David Leslie McRoberts	2nd Mate	St. Andrews, N.B	do
3258	do 12..	Chas. Butler Fenton	Mate	Auckland, New Zealand.	do
3287	Aug. 25.	Wm. Trennum	Master	Bobcaygeon, Ont	Kingston
3288	Sept. 16..	Thos. Z. Taylor	do	Charlottetown, P.E.I	Charlottetown.
3289	do 17..	John A. Johnston	Mate	Halifax, N.S	Halifax
3290	do 19..	Alex. Allen	Master	Wallaceburg, Ont	Wallaceburg
3291	do 22..	Wm. Ritchie	do	Three Rivers, Que	Quebec

List of Certificates of Service granted to Masters and Mates of INLAND and COASTING Vessels, during the year ended 30th June, 1897.

Numbers of Certificates	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1896.					8 cts.
292	Sept. 22	John Ritchie	Master	Grand Piles, Que	Quebec	8 00
293	do 30	Thos. Valentine Hutchison	do	London, Ont	St. Catharines	8 00
294	do 30	Stephen Marshall Rolf	do	Port Greville, N.S	Parrsboro	8 00
295	Oct. 28	Daniel Aussant	Mate	Sorel, Que	Quebec	4 00
296	Dec. 4	Geo. Ed. Cox	Master	Port Sandfield, Ont	St. Catharines	8 00
297	do 10	Gelean Campbell	do	Wellington, lot 16, P.E.I	Summerside	8 00
298	do 18	Geo. Ostrout	do	Montreal, Que	Ottawa	8 00
	1897.					
299	Jan. 8	Edward Crews	do	Halifax, N.S	Halifax	8 00
300	do 27	John Oliver	do	Kingston, Ont	Kingston	8 00
301	Feb. 1	John Wheeler	Mate	Pictou, N.S	Pictou	8 00
302	do 3	Daniel McDonald	Master	Summerside, P.E.I	Charlestown	8 00
303	do 10	Thos. Willard Pyke	do	Wolfe Island, Ont	Kingston	8 00
304	Mch. 1	Liboire Paquin	do	Montreal, Que	Quebec	8 00
305	do 2	Donald Jno. McDonald	Mate	Kingston, Ont	Kingston	4 00
306	do 31	Antoine Bonenfant	Master	Quebec	Quebec	15 00
307	April 3	Frank Colin	Mate	St. John, N.B	Parrsboro	4 00
308	do 6	Richard E. Burke	Master	Ingonish, C.B., N.S	Sydney	8 00
309	do 7	Thos. Collins	do	Kingston, Ont	Kingston	8 00
310	do 9	Raymond Wilson	do	Barrington, Ont	Barrington	8 00
311	do 22	Joseph Bowie	do	Boyeston, Guysboro Co, N.S	Halifax	8 00
312	May 28	Isaac Watt	do	Windsor, Ont	St. Catharines	8 00
313	do 31	John T. Dewar	do	Montague, N.S	Pictou	8 00
314	June 12	Edmond Bonenfant	do	Charlemagne, P.Q	Quebec	8 00
315	do 16	Michel Girouard	do	Buctouche, N.B	Buctouche	8 00
1938	July 2	Wm. Geo. Shaw	do	Cardinal	Ottawa	15 00
1939	do 2	John Jackson	do	Windsor	St. Catharines	15 00
1940	do 2	Alex. Brown	do	Collingwood	do	15 00
1941	do 2	Herman Tofte	do	Vancouver	Victoria	15 00
1942	do 6	James Abner Erb	Mate	Springfield R. Co., N.B	St. John	6 00
1943	do 6	James Francis	Master	Dresden, Ont	St. Catharines	15 00
1944	do 10	Wm. J. Snodgrass	do	Okanagan Falls, B.C	Victoria	15 00
1945	do 15	Wm. Wallace Wood	do	River Hébert, N.S	St. John	15 00
1946	do 14	Gustavus Hamilton	do	Spanish Station	Spanish River	15 00
1947	do 16	John Dix	do	Garden Island	Kingston	15 00
1948	do 16	Thos. Arthur Nicholson	do	Gananoque, Ont	do	15 00
1949	do 16	Murdoch Landry	Mate	Halifax, N.S	Halifax	6 09
1950	do 17	Marshall Woodcock	Master	Deseronto, Ont	Kingston	15 00
1951	do 20	Angus Campbell	do	Nelson, B.C	Victoria	15 00
1952	do 20	John Wm. Butler	do	Victoria, B.C	do	15 00
1953	do 21	Jas. McLarty	do	Windsor, Ont	Kingston	15 00
1954	do 21	Imbert Ottis Canning	Mate	Port Greville	St. John	6 00
1955	do 23	Wm. Edwd. James	Master	Combermere, Ont	Ottawa	15 00
1956	do 23	George Poirier	do	Caraquet, N.B	do	15 00
1957	do 23	Louis Casper Krell	Mate	Port Dover, Ont	St. Catharines	6 00
1958	do 24	Wm. Henry Featherstonhaugh	Master	Penetanguishene, Ont	do	15 00
1959	do 25	Andrew Cyr	do	Maria, P.Q	Dalhousie	15 00
1960	do 27	Johnson Kenwick Pettis	do	Fox Riv., Parrsboro, N.S	St. John	15 00
1961	do 27	Wm. Sommerville	do	Vancouver, B.C	Victoria	15 00
1962	do 28	Wm. Reid, jun	do	Newcastle, N.B	Newcastle	15 00
1963	Aug. 1	Geo. Hubal Latour	do	Ottawa, Ont	Ottawa	15 00
1964	do 3	Jas. Kirkwood	do	Kingston, Ont	Kingston	15 00
1965	do 3	Byard Powell	do	Freeport, N.S	St. John	15 00
1966	do 10	Western Smith Kelly	do	Bridgeworth, Ont	Kingston	15 00
1967	do 10	Osmand Sewell	do	Upper Maugerville, N.B	Fredericton	15 00
1968	do 10	Loran A. Kenney	Mate	Yarmouth, N.S	Yarmouth	6 00
1969	do 11	Alfred Ouellette	Master	Lachine, Que	Kingston	15 00
1970	do 12	John Alcock	do	South Vancouver, B.C	Victoria	15 00
	1896.					
1971	Aug. 12	Michael Manson	do	Cortez Island, B.C	do	15 00
1972	do 12	Andrew Strong	Mate	Victoria, B.C	do	6 00
1973	do 13	John Leonard	do	Narrows Road, St. John, N.B	St. John	6 00

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, during the year ended 30th June, 1897.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1896.					$ cts.
1974	Aug. 14	Geo. James Gay	Master	Hamilton, Ont	St. Catharines	15 00
1975	do 15	James Tobin, jr	Mate	Peterboro, Ont	Kingston	6 00
1976	do 18	Wm. Marshall Hodgson	Master	Port Perry	do	15 00
1977	do 18	Frank Patenaude	do	Melocheville, Que	St. Catharines	15 00
1978	do 24	Chas. Elmore Ferfoy	do	Hantsport, N.S	Halifax	15 00
1979	do 24	Chas. Johnson	Mate	Port Dalhousie, Ont	St. Catharines	6 00
1980	do 24	Francis Jas. Davis	do	Wiarton, Ont	do	6 00
1981	do 25	John Ryan	Master	Kingston, Ont	Kingston	15 00
1982	Sept. 16	Jas. McNeill, jr	Mate	Owen Sound, Ont	St. Catharines	6 00
1983	do 16	John Abel	Master	St. Catharines, Ont	do	15 00
1984	do 16	George Robertson	do	Kaslo, B.C	Victoria	15 00
1985	do 17	Laurent Vernier	do	Coteau Landing, Que	Ottawa	15 00
1986	do 16	Chas. N. Nicholson	do	Victoria, B.C	Victoria	15 00
1987	do 17	Olivier Morin	do	Sorel, Que	Quebec	15 00
1988	do 17	Norman Edsell Burton	Mate	Barrie, Ont	St. Catharines	6 00
1989	do 17	John Anderson	Master	Vancouver, B.C	Victoria	15 00
1990	do 19	Harley Demeng	do	Port Stanley, Ont	St. Catharines	15 00
1991	do 19	Jno. Le Baron Matinney	do	Greenwich, N.B	St. John	15 00
1992	do 21	Chas. Laviolette	do	St. Ours, Que	Quebec	15 00
1993	do 21	Jno. Edgar McKinnon	Mate	Yarmouth, N.S	Yarmouth	6 00
1994	do 21	Alfred Henry Bickmore	do	Alport, Ont	St. Catharines	6 00
1995	do 21	Isaac Woolner	do	Collingwood, Ont	do	6 00
1996	do 21	Edward Young	Master	Youngs Point, Ont	Kingston	15 00
1997	do 22	Chas. Lapierre	do	Montreal, Que	Quebec	.....
1998	do 22	Edwin S. Loye	do	Lunenburg, N.S	Lunenburg	15 00
1999	do 24	Geo. Robertson	do	Kaslo, B.C	Victoria	.....
2000	do 24	Allan Lean	do	Pilot Bay, B.C	do	15 00
2001	do 24	Dan. Jennings Butler	do	Victoria, B.C	do	15 00
2002	do 30	John Cheyne Craig	do	Collingwood, Ont	St. Catharines	15 00
2003	Oct. 1	Edward Burke	do	Midland, Ont	do	15 00
2004	do 5	Wm. Alex. Clark	do	Collingwood, Ont	do	15 00
2005	do 7	Joseph Laurion	do	Montreal, Que	Quebec	15 00
2006	do 7	Michael McManus	do	Mount Pleasant Valley, Que	do	15 00
2007	do 7	Geo. Poulet	do	Sorel, Que	do	15 00
2008	do 10	Jno. Wm. Diament	do	Lindsay, Ont	Kingston	15 00
2009	do 13	Henry Arthur Young	do	New Westminster, B.C	N. Westm'ter	15 00
2010	do 13	Wm. E. Gardner	do	Victoria, B.C	Victoria	15 00
2011	Nov. 16	Harry Hugh Robinson	Mate	Parrsboro, N.S	St. John	6 00
2012	Oct. 21	Frank Dechaine	Master	St. Demont, Que	Ottawa	15 00
2013	do 21	Geo. L. Graham	do	Arnprior, Ont	do	15 00
9014	do 26	Beverly Lyon	do	St. John, N.B	St. John	15 00
2015	Nov. 2	Hume Blackley Babington	do	Vancouver, B.C	Victoria	15 00
2016	do 2	Geo. Larsen	Mate	Victoria, B.C	do	6 00
2017	do 4	Chas. Alphonse Gardner	do	New Westminster, B.C	N. Westm'ter	6 00
2018	do 7	Willoughby Ley	do	Mainadieu, C.B., N.S	Sydney	6 00
2019	do 9	Embry Hilbert Paul	Master	St. John, N.B	St. John	15 00
2020	do 10	Joseph Mortimer	do	Mortimer, Muskoka Dist'ct	St. Catharines	15 00
2021	do 10	Chas. Arthur Monteith	do	Rosseau, Ont	do	15 00
2022	do 11	Malcolm Macaskill	do	Vancouver, B.C	Victoria	15 00
2023	do 12	Wm. Henry Giles	Mate	Gravenhurst, Ont	St. Catharines	6 00
2024	do 18	Henry White	Master	Huntsville, Ont	do	15 00
2025	Dec. 3	Austin Sherman French	do	New Westminster	Victoria	15 00
2026	do 3	Lauchlin McKinnon	Mate	" "	do	6 00
2027	do 29	Robert Dravey	Master	Nama Harbor, B.C	do	15 00
2028	do 5	Jos. Sherwood Wallis	do	Port Carling, Ont	St. Catharines	15 00
2029	do 10	Edmond Corriveau	do	Quebec	Quebec	.....
2030	do 14	Wm. Hy. McCulley	Mate	Port Carling, Ont	St. Catharines	6 00
2031	do 23	David Rippey	Master	Annapolis, N.S	Annapolis	15 00
	1897.					
2032	Jan. 4	Elias Smith	Master	Yarmouth, N.S	Yarmouth	15 00
2033	do 4	Louis Brown	do	Tracadie, N.B	St. John	15 00
2034	do 4	Jas. Sinclair Inkster	do	Goderich, Ont	St. Catharines	15 00
2035	do 4	Kasmus Hansen	do	Gravenhurst, Ont	do	15 00
2036	do 4	Donald A. McKinnon	Mate	Beaverton, Ont	do	6 00

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1897.					$ cts.
2037	Jan. 4.	Wm. Benoay Vansickle	Mate	Lynden, Ont.	St. Catharines.	6 00
2038	do 7.	Albert G. Peters	Master	New Westminster, B.C.	Victoria	15 00
2039	do 14.	Jno. Ritchie Craigie	do	Goderich, Ont.	Goderich	15 00
2040	do 14.	Jas. Badcock	do	Victoria, B.C.	Victoria	15 00
2041	do 16.	Jas. Nevin	Mate	Toronto, Ont.	St. Catharines.	6 00
2042	do 16.	Alfred Bodily	do	Victoria, B.C.	Victoria	6 00
2043	do 18.	Chas. Rush	Master	Vancouver, B.C.	do	6 00
2044	do 30.	Geo. G. Allan	do	Fort Frances, Ont.	Winnipeg	.....
2045	Feb. 10.	Alfred Grenbund	Mate	Vancouver, B.C.	Victoria	6 00
2046	do 10.	Edwd. Bulmer Rhoda	do	do	do	6 00
2047	do 10.	Frank Taunton Saunders	Master	do	do	15 00
2048	do 10.	Martin Jonason	do	Montreal River, Ont	Ottawa	15 00
2049	do 10.	Ed. Marshall Baird	do	Great Village, N.S.	St. John	15 00
2050	do 10.	Fred. Harley Colwell	do	Upper Semseg, Queen's Co., N.B.	do	15 00
2051	do 10.	Chas. Robt. White	do	Riverside, Albert Co., N.B.	do	15 00
2052	do 10.	Gerald Irwin McNamara	Mate	Parrsboro', N.S.	do	6 00
2053	do 10.	Jno. Bernhard Blomquist	do	St. John, N.B.	do	6 00
2054	do 10.	Wm. Lawrence Murphy	Master	Pembroke, Ont.	Kingston	15 00
2055	do 11.	Lorenzo Raymond Maguire	do	Pirate Harbour, N.S.	Port Mulgrave	15 00
2056	do 11.	Howard Springer	do	Upper Jemseg, Queen's Co., N.B.	St. John	15 00
2057	do 24.	Nelson King	Mate	Oakville, Ont.	St. Catharines.	6 00
2058	do 24.	Wm. Stephen Major	Master	Sarnia, Ont.	do	15 00
2059	do 24.	Patrick Walsh	do	Hamilton, Ont.	do	15 00
2060	do 24.	Donald Robinson Glennie	Mate	River Hébert, N.S.	St. John	6 00
2061	do 24.	Avard Melville Rockwell	Master	do	do	15 00
2062	do 24.	Robt. Alex. Gilbert	Mate	Addington, Ont.	Kingston	6 00
2063	do 25.	Peter McIntosh	Master	French River, Ont.	St. Catharines.	15 00
2064	do 25.	Thos. Henry Brown	do	West Victoria, B.C.	Victoria	15 00
2065	do 25.	Bernerd Larsen	do	Victoria, B.C.	do	15 00
2066	do 25.	Samuel Stanwood	do	Yarmouth, N.S.	Yarmouth	15 00
2067	Mar. 1.	Wm. Penn Short	do	Trail, B.C.	Victoria	15 00
2068	do 1.	Andrew Leishman	Mate	Vernon, B.C.	do	6 00
2069	do 1.	McPhee Howatt	Master	Kaslo, B.C.	do	15 00
2070	do 1.	Wm. John Madden	do	Penetanguishene, Ont.	St. Catharines.	15 00
2071	do 2.	Benj. Vaughan Naylor	do	Nayon, Que.	Ottawa	15 00
2072	do 4.	Eugene Lavigne	do	Ottawa, Ont	do	15 00
2073	do 10.	John McDonald	do	Canso, N.S.	Port Mulgrave	15 00
2074	do 11.	Wm. Sencabaugh	Mate	Georgetown, P.E.I.	Halifax	8 00
2075	do 11.	Philip J. Campbell	Master	Cardigan, P.E.I.	do	15 00
2076	do 12.	Thos. Hannay Salter	do	Parrsboro', N.S.	St. John	15 00
2077	do 12.	Jas. Thos. Jackson	do	Hamilton, Ont.	St. Catharines.	15 00
2078	do 12.	Albert Edwd. Stinson	Mate	Toronto	do	6 00
2079	do 13.	Wm. John Murphy	Master	Kingston, Ont	Kingston	15 00
2080	do 13.	Havelock Newcomb	Mate	Hantsport, N.S.	Yarmouth	6 00
2081	do 13.	Sylvester Ed. St. Amour	Master	Wallaceburg, Ont.	St. Catharines.	15 00
2082	do 15.	G. W. L. Merseburg	do	St. John, N.B.	St. John	15 00
2083	do 15.	Jas. W. Rigney	Mate	Sarnia, Ont.	St. Catharines.	6 00
2084	do 15.	Hance Albert Cole	Master	Dorchester, N.B.	St. John	15 00
2085	do 16.	Grant Graham Horne	do	Wolfe Island, Ont.	Kingston	15 00
2086	do 16.	Wm. C. Slade	do	Kaslo, B.C.	Nelson	.....
2087	do 19.	Pontaleon Roberge	do	New Liverpool, Que.	Quebec	15 00
2088	do 22.	Alex. McLennan	do	New Westminster, B.C.	Victoria	15 00
2089	do 22.	Murdoch Landry	do	Port Morien, C.B., N.S.	Sydney	15 00
2090	do 22.	Samuel Lovatt	do	Pilot Bay, B.C.	Victoria	15 00
2091	do 24.	Andrew Purves	Mate	Pembroke, Ont.	Kingston	6 00
2092	do 30.	Wm. Jno. Irving	do	St. Catharines, Ont.	St. Catharines.	6 00
2093	do 30.	Felix Peter Graveline	Master	Amherstburg, Ont.	do	15 00
2094	do 30.	Geo. Murphy	Mate	St. John, N.B.	St. John	6 00
2095	do 30.	John Cherry	do	Barriefield, Ont.	Kingston	6 00
2096	do 31.	Esdras Beaudet	Master	Lotbinière, Que.	Quebec	15 00
2097	do 31.	John Sidney Eamoe	do	Township of Osnabruck, Ont.	Cornwall	15 00
2098	April 3.	Edwd. Bennett	do	Kingston, Ont.	Kingston	15 00
2099	do 5.	Harry Dexter	do	Cheverie, N.S.	Yarmouth	15 00

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, during the year ended 30th June, 1897.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1896.					$ cts.
1974	Aug. 14..	Geo. James Gay	Master	Hamilton, Ont	St. Catharines	15 00
1975	do 15..	James Tobin, jr	Mate	Peterboro, Ont	Kingston	6 00
1976	do 18..	Wm. Marshall Hodgson	Master	Port Perry	do	15 00
1977	do 18..	Frank Patenaude	do	Melocheville, Que	St. Catharines	15 00
1978	do 24..	Chas. Elmore Ferfoy	do	Hantsport, N.S	Halifax	15 00
1979	do 24..	Chas. Johnson	Mate	Port Dalhousie, Ont	St. Catharines	6 00
1980	do 24..	Francis Jas. Davis	do	Wiarton, Ont	do	6 00
1981	do 25..	John Ryan	Master	Kingston, Ont	Kingston	15 00
1982	Sept. 16..	Jas. McNeill, jr	Mate	Owen Sound, Ont	St. Catharines	6 00
1983	do 16..	John Abel	Master	St. Catharines, Ont	do	15 00
1984	do 16..	George Robertson	do	Kaslo, B.C	Victoria	15 00
1985	do 17..	Laurent Vernier	do	Coteau Landing, Que	Ottawa	15 00
1986	do 16..	Chas. N. Nicholson	do	Victoria, B.C	Victoria	15 00
1987	do 17..	Olivier Morin	do	Sorel, Que	Quebec	15 00
1988	do 17..	Norman Edsell Burton	Mate	Barrie, Ont	St. Catharines	6 00
1989	do 17..	John Anderson	Master	Vancouver, B.C	Victoria	15 00
1990	do 19..	Harley Demeng	do	Port Stanley, Ont	St. Catharines	15 00
1991	do 19..	Jno. Le Baron Matinney	do	Greenwich, N.B	St. John	15 00
1992	do 21..	Chas. Laviolette	do	St. Ours, Que	Quebec	15 00
1993	do 21..	Jno. Edgar McKinnon	Mate	Yarmouth, N.S	Yarmouth	6 00
1994	do 21..	Alfred Henry Bickmore	do	Alport, Ont	St. Catharines	6 00
1995	do 21..	Isaac Woolner	do	Collingwood, Ont	do	6 00
1996	do 21..	Edward Young	Master	Youngs Point, Ont	Kingston	15 00
1997	do 22..	Chas. Lapierre	do	Montreal, Que	Quebec	.....
1998	do 22..	Edwin S. Loye	do	Lunenburg, N.S	Lunenburg	15 00
1999	do 24..	Geo. Robertson	do	Kaslo, B.C	Victoria	.....
2000	do 24..	Allan Lean	do	Pilot Bay, B.C	do	15 00
2001	do 24..	Dan. Jennings Butler	do	Victoria, B.C	do	15 00
2002	do 30..	John Cheyne Craig	do	Collingwood, Ont	St. Catharines	15 00
2003	Oct. 1..	Edward Burke	do	Midland, Ont	do	15 00
2004	do 5..	Wm. Alex. Clark	do	Collingwood, Ont	do	15 00
2005	do 7..	Joseph Laurion	do	Montreal, Que	Quebec	15 00
2006	do 7..	Michael McManus	do	Mount Pleasant Valley, Que	do	15 00
2007	do 7.	Geo. Poulet	do	Sorel, Que	do	15 00
2008	do 10..	Jno. Wm. Diament	do	Lindsay, Ont	Kingston	15 00
2009	do 13..	Henry Arthur Young	do	New Westminster, B.C	N. Westm'ter	15 00
2010	do 13..	Wm. E. Gardner	do	Victoria, B.C	Victoria	15 00
2011	Nov. 16..	Harry Hugh Robinson	Mate	Parrsboro, N.S	St. John	6 00
2012	Oct. 21..	Frank Dechaine	Master	St. Demont, Que	Ottawa	15 00
2013	do 21..	Geo. L. Graham	do	Arnprior, Ont	do	15 00
9014	do 26..	Beverly Lyon	do	St. John, N.B	St. John	15 00
2015	Nov. 2..	Hume Blackley Babington	do	Vancouver, B.C	Victoria	15 00
2016	do 2..	Geo. Larsen	Mate	Victoria, B.C	do	6 00
2017	do 4..	Chas. Alphonse Gardner	do	New Westminster, B.C	N. Westm'ter	6 00
2018	do 7..	Willoughby Ley	do	Mainadieu, C.B., N.S	Sydney	6 00
2019	do 9..	Embry Hilbert Paul	Master	St. John, N.B	St. John	15 00
2020	do 10..	Joseph Mortimer	do	Mortimer, Muskoka Dist'ct	St. Catharines	15 00
2021	do 10..	Chas. Arthur Monteith	do	Rosseau, Ont	do	15 00
2022	do 11..	Malcolm Macaskill	do	Vancouver, B.C	Victoria	15 00
2023	do 12..	Wm. Henry Giles	Mate	Gravenhurst, Ont	St. Catharines	6 00
2024	do 18..	Henry White	Master	Huntsville, Ont	do	15 00
2025	Dec. 3..	Austin Sherman French	do	New Westminster	Victoria	15 00
2026	do 3..	Lauchlin McKinnon	Mate	" "	do	6 00
2027	do 29..	Robert Dravey	Master	Nama Harbor, B.C	do	15 00
2028	do 5..	Jos. Sherwood Wallis	do	Port Carling, Ont	St. Catharines	15 00
2029	do 10..	Edmond Corriveau	do	Quebec	Quebec	.....
2030	do 14..	Wm. Hy. McCulley	Mate	Port Carling, Ont	St. Catharines	6 00
2031	do 23..	David Rippey	Master	Annapolis, N.S	Annapolis	15 00
	1897.					
2032	Jan. 4..	Elias Smith	Master	Yarmouth, N.S	Yarmouth	15 00
2033	do 4..	Louis Brown	do	Tracadie, N.B	St. John	15 00
2034	do 4..	Jas. Sinclair Inkster	do	Goderich, Ont	St. Catharines	15 00
2035	do 4..	Kasmus Hausen	do	Gravenhurst, Ont	do	15 00
2036	do 4..	Donald A. McKinnon	Mate	Beaverton, Ont	do	6 00

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1897.					$ cts.
2037	Jan. 4	Wm. Benoay Vansickle	Mate	Lynden, Ont.	St. Catharines.	6 00
2038	do 7	Albert G. Peters	Master	New Westminster, B.C.	Victoria	15 00
2039	do 14	Jno. Ritchie Craigie	do	Goderich, Ont.	Goderich	15 00
2040	do 14	Jas. Badcock	do	Victoria, B.C.	Victoria	15 00
2041	do 16	Jas. Nevin	Mate	Toronto, Ont.	St. Catharines.	6 00
2042	do 16	Alfred Bodily	do	Victoria, B.C.	Victoria	6 00
2043	do 18	Chas. Rush	Master	Vancouver, B.C.	do	6 00
2044	do 30	Geo. G. Allan	do	Fort Frances, Ont.	Winnipeg.	.....
2045	Feb. 10	Alfred Grenbund	Mate	Vancouver, B.C.	Victoria	6 00
2046	do 10	Edwd. Bulmer Rhoda	do	do	do	6 00
2047	do 10	Frank Taunton Saunders	Master	do	do	15 00
2048	do 10	Martin Jonason	do	Montreal River, Ont	Ottawa	15 00
2049	do 10	Ed. Marshall Baird	do	Great Village, N.S.	St. John	15 00
2050	do 10	Fred. Harley Colwell	do	Upper Semseg, Queen's Co., N.B.	do	15 00
2051	do 10	Chas. Robt. White	do	Riverside, Albert Co., N.B.	do	15 00
2052	do 10	Gerald Irwin McNamara	Mate	Parrsboro', N.S.	do	6 00
2053	do 10	Jno. Bernhard Blomquist	do	St. John, N.B.	do	6 00
2054	do 10	Wm. Lawrence Murphy	Master	Pembroke, Ont.	Kingston	15 00
2055	do 11	Lorenzo Raymond Maguire	do	Pirate Harbour, N.S.	Port Mulgrave	15 00
2056	do 11	Howard Springer	do	Upper Jemseg, Queen's Co., N.B.	St. John	15 00
2057	do 24	Nelson King	Mate	Oakville, Ont.	St. Catharines.	6 00
2058	do 24	Wm. Stephen Major	Master	Sarnia, Ont.	do	15 00
2059	do 24	Patrick Walsh	do	Hamilton, Ont.	do	15 00
2060	do 24	Donald Robinson Glennie	Mate	River Hébert, N.S.	St. John	6 00
2061	do 24	Avard Melville Rockwell	Master	do	do	15 00
2062	do 24	Robt. Alex. Gilbert	Mate	Addington, Ont.	Kingston	6 00
2063	do 25	Peter McIntosh	Master	French River, Ont.	St. Catharines.	15 00
2064	do 25	Thos. Henry Brown	do	West Victoria, B.C.	Victoria	15 00
2065	do 25	Bernerd Larsen	do	Victoria, B.C.	do	15 00
2066	do 25	Samuel Stanwood	do	Yarmouth, N.S.	Yarmouth	15 00
2067	Mar. 1	Wm. Penn Short	do	Trail, B.C.	Victoria	15 00
2068	do 1	Andrew Leishman	Mate	Vernon, B.C.	do	6 00
2069	do 1	McPhee Howatt	Master	Kaslo, B.C.	do	15 09
2070	do 1	Wm. John Madden	do	Penetanguishene, Ont.	St. Catharines.	15 00
2071	do 2	Benj. Vaughan Naylor	do	Nayon, Que.	Ottawa	15 00
2072	do 4	Eugene Lavigne	do	Ottawa, Ont	do	15 00
2073	do 10	John McDonald	do	Canso, N.S.	Port Mulgrave	15 00
2074	do 11	Wm. Sencabaugh	Mate	Georgetown, P.E.I.	Halifax	8 00
2075	do 11	Philip J. Campbell	Master	Cardigan, P.E.I.	do	15 00
2076	do 12	Thos. Hannay Salter	do	Parrsboro', N.S.	St. John	15 00
2077	do 12	Jas. Thos. Jackson	do	Hamilton, Ont.	St. Catharines.	15 00
2078	do 12	Albert Edwd. Stinson	Mate	Toronto	do	6 00
2079	do 13	Wm. John Murphy	Master	Kingston, Ont	Kingston	15 00
2080	do 13	Havelock Newcomb	Mate	Hantsport, N.S.	Yarmouth	6 00
2081	do 13	Sylvester Ed. St. Amour	Master	Wallaceburg, Ont.	St. Catharines.	15 00
2082	do 15	G. W. L. Merseburg	do	St. John, N.B.	St. John	15 00
2083	do 15	Jas. W. Rigney	Mate	Sarnia, Ont.	St. Catharines.	6 00
2084	do 15	Hance Albert Cole	Master	Dorchester, N.B.	St. John	15 00
2085	do 16	Grant Graham Horne	do	Wolfe Island, Ont.	Kingston	15 00
2086	do 16	Wm. C. Slade	do	Kaslo, B.C.	Nelson	.....
2087	do 19	Pontaleon Roberge	do	New Liverpool, Que.	Quebec	15 00
2088	do 22	Alex. McLennan	do	New Westminster, B.C.	Victoria	15 00
2089	do 22	Murdoch Landry	do	Port Morien, C.B., N.S.	Sydney	15 00
2090	do 22	Samuel Lovatt	do	Pilot Bay, B.C.	Victoria	15 00
2091	do 24	Andrew Purves	Mate	Pembroke, Ont.	Kingston	6 00
2092	do 30	Wm. Jno. Irving	do	St. Catharines, Ont.	St. Catharines.	6 00
2093	do 30	Felix Peter Graveline	Master	Amherstburg, Ont.	do	15 00
2094	do 30	Geo. Murphy	Mate	St. John, N.B.	St. John	6 00
2095	do 30	John Cherry	do	Barriefield, Ont.	Kingston	6 00
2096	do 31	Esdras Beaudet	Master	Lotbinière, Que.	Quebec	15 00
2097	do 31	John Sidney Eamoe	do	Township of Osnabruck, Ont.	Cornwall	15 00
2098	April 3	Edwd. Bennett	do	Kingston, Ont.	Kingston	15 00
2099	do 5	Harry Dexter	do	Cheverie, N.S.	Yarmouth	15 00

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1897.					$ ct
2100	April 5	Wm. Jas. Moss	Mate	Port Maitland, Ont	St. Catharines.	6
2101	do 8	Edgar Elroy Sanford	do	Summerville, N.S	Yarmouth	6
2102	do 8	Archie Smith Campbell	Master	Stewartville, Ont	Ottawa	15
2103	do 8	Gaudias Fortin	Master	St. Valier, Que	Quebec	15
2104	do 10	Daniel Mooney	do	Vancouver, B.C.	Vancouver	15
2105	do 10	Richard Power	Mate	New Westminster	Victoria	6
2106	do 13	Allen J. Nesbitt	do	Trail, B.C	do	6
2107	do 15	Edward Mackie	Master	Little Current, Ont	St. Catharines.	15
2108	do 15	John Sinclair	do	Rusagornis, N.B	Fredericton	15
2109	do 17	William Henry Wenborne	do	Wolfe Island, Ont	Kingston	15
2110	do 21	Ludwig Anderson	Mate	Vancouver, B.C	Victoria	6
2111	do 21	John Morley Newcomb	Master	Vancouver, B.C	Victoria	15
2112	do 21	Wm. Fitzgerald	Mate	Windsor, Ont	St. Catharines	6
2113	do 21	Hugh Jas. McIntyre	Master	Toronto, Ont	do	15
2114	do 21	Thos. Tremblay	do	Quebec	Quebec.	15
2115	do 22	Francis Gerald Young	Mate	Young's Point, Ont.	Kingston	
2116	do 22	David Moreau	Master	Port Severn, Ont	St. Catharines	1
2117	do 22	Ed. De Young	do	Eastern Passage, N.S	Halifax	1
2118	do 26	Robert Thomson Johnston	do	St. Catharines, Ont	St. Catharines	1
2119	do 26	John Archibald Fraser	do	Huntsville, Ont	do	
2120	do 23	Jno. Geo. McEwen	Mate	Georgeville, Que	Quebec.	
2121	do 26	Frank Day	Master	Carleton City, N.B.	St. John	1
2122	do 26	Benoit Bergeron	do	St. Etienne, Que	Quebec	1
2123	do 27	Wm. Jas. Stewart	do	Ottawa, Ont	Kingston	1
2124	do 28	Jos. Arthur Goodwin	Mate	Toronto, Ont	St. Catharines	
2125	do 28	Edward Evans Whistler	Master	Victoria, B.C.	Victoria	1
2126	do 30	Dennis Blake	do	Parrsboro, N.S.	St. John	1
2127	May 4	Jean Dechaine	do	Chicoutimi, Que	Quebec	1
2128	do 4	Douglas Cummings	do	Waubaushene, Ont	St. Catharines	1
2129	do 4	Zenon Lavigne	do	St. Anne's, Que	Ottawa, Ont	1
2130	do 12	Daniel Archibald Morrison	do	Point Tupper, N.S	Port Mulgrave	1
2131	do 12	Karl Peterson	do	Millerton, N.B	Newcastle	1
2132	do 12	Robert Ferris	do	Rat Portage, Ont	Rat Portage	
2133	do 12	Emil Johnson	do	New Westminster, B.C.	N. Westm'r	1
2134	do 13	Jas. Olsson	do	Victoria, B.C	Victoria	1
2135	do 13	Jas. Playfair	do	Midland, Ont	Kingston	1
2136	do 20	Archie McIntyre	Mate	Presque Isle, Ont	St. Catharines	
2137	do 21	Wm. Henry Henneberry	Master	Halifax, N.S	Halifax	1
2138	do 21	Wm. Gallagher	do	Halifax, N.S	do	1
2139	do 26	John Glenn	do	Keewatin	Winnipeg	
2140	do 26	Edmund E. Petrie	do	Glace Bay, C.B., N.S	Sydney	1
2141	do 26	Geo. Hen. French	do	New Westminster, B.C.	N. Westm'r	1
2142	do 28	Joseph Gouin	do	St. Ours, Que	Quebec.	1
2143	do 28	John Dennis Sullivan	Mate	St. Catharines, Ont	St. Catharines	
2144	do 31	Alex. Rod. McLean	Master	Sault Ste. Marie, Ont	do	1
2145	do 31	Alexander McDonald	do	Inverness, N.S	Pictou	1
2146	June 4	Jas. Robinson	do	Millerton, N.B	Newcastle	1
2147	do 4	Antoine Mainville	do	Stoneville, P.Q	Ottawa	1
2148	do 9	Louis Robideau	do	Cornwall, Ont	Cornwall	1
2149	do 10	Narcisse B. Giroux, jr	Mate	Pembroke, Ont	Kingston	
2150	do 10	Pierre Brunelle	do	Champlain, Que	Quebec	
2151	do 10	Charley Johnson	do	Victoria, B.C	Victoria	
2152	do 10	Theo. M. Magneson	Master	do	do	1
2153	do 10	John E. Hamilton	do	Vancouver, B.C.	do	1
2154	do 12	Honoré Bonenfant	do	Montreal, Que	Quebec	1
2155	do 14	Kenneth Morrison	do	Bracebridge, Ont	St. Catharines	1
2156	do 19	Hugh Harry Bostock	Mate	West Selkirk, Man	Winnipeg	
2157	do 23	Arch'd F. McDonald	Master	Pictou, N.S	Halifax	1
2158	do 23	Nap. Lefabvre	do	Lachine, P.Q	Quebec.	1
2159	do 23	Jean Baptiste Lasalle	do	Montreal, Que	do	1
2160	do 24	Jas. Clark	do	Kingston, Ont	Kingston.	1
2161	do 24	Frank Lefromboise	do	Amherstburg, Ont	St. Catharines	1
2162	do 28	Thos. Arnold Ehtmann	Mate	St. John, N.B	St. John	
2163	do 28	Wm. McIntosh	Master	Pictou, N.S	Pictou	1
2164	do 29	Edwin Lawlor	do	Hawkesbury, Ont	Ottawa	1
2165	do 29	Chas. John Blomquist	Mate	Victoria, B.C	Victoria	

APPENDIX No. 29.

STATEMENT showing the results of certain returns respecting Shipping and Discharging of Seamen, received by the Department of Marine in accordance with the provisions of Chapter 74, Consolidated Statutes of Canada, from Shipping Masters throughout the Dominion, for the half-years ended 30th June and 31st December, 1897.

NOTE.—Names printed in italics are Shipping Masters appointed under the Act, the others the Collectors of Customs who act as Shipping Masters.

QUEBEC.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1897.			For Half-year ended 31st December, 1897.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
					$ cts.			$ cts.			$ cts.
Escoumains	Bonaventure	John Topping		Nil.							
Gaspé	Gaspé	*F. G. Eden*									
Magdalen Islands	Gaspé	P. L. Joncas					Nil.				
Montreal	Montreal	Wm. Cunningham	1,597	527	956 60	4,146	1,617	2,558 10	5,743	2,144	3,514 70
New Carlisle	Bonaventure	P. C. Beauchesne	7	3	4 40	7	6	5 30	14	9	9 70
New Richmond	Bonaventure	R. W. H. Dimock									
Percé	Gaspé	W. Flynn					Nil.				
Quebec	Quebec	*J. U. Gregory*	160	51	95 30	124	146	105 80	284	197	201 10
Rimouski	Rimouski	J. A. Martin									
St. Johns	St. Johns	H. W. Wood					Nil.				
[illegible]l	Richelieu	Joseph Mathieu									
[illegible]e Rivers	Three Rivers	P. B. Vanasse									

NEW BRUNSWICK.

[illegible]	Albert	D. Clevelaud									
[illegible]urst	Gloucester	John E. Baldwin	7	2	3 20	1	13	4 40	8	15	7 60
[illegible]ouche	Kent	J. J. LeBlanc		Nil.			Nil.				
[illegible]atham	Northumberland	*J. J. Brown*	27	6	15 50	62	37	42 60	90	43	58 10
[illegible]ocagne	Kent	A. K. Dysart					Nil.				
Dalhousie	Restigouche	W. Montgomery									
Dorchester	Westmoreland	Walter Dobson									
Fredericton	York	A. F. Street					Nil.				
Grand Manan	Charlotte	E. A. Calder	7	7	5 60	5	4	3 70	12	11	9 30
Grand Harbour	Charlotte	D. J. W. McLaughlin									
Harvey	Albert	G. Brewster	11	8	7 90	12	15	10 50	23	23	18 40
Hillsborough	Albert	John Wallace									

STATEMENT showing returns respecting shipping and discharging Seamen, &c.—*Continued.*

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1897.			For Half-year ended 31st December, 1897.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
					$ cts.			$ cts.			$ cts.
Lepreaux	Charlotte	G. K. Hanson	3		1 50				3		1 50
Moncton	Westmoreland	J. W. Binney									
Musquash	St. John.	A. T. Dunn.									
New Brandon	Gloucester	F. J. Foley.									
Newcastle	Northumberland	J. Niven				9	8	6 90	9	8	6 90
North Joggins	Westmoreland	Rufus C. Ward									
Quaco	St. John	J. Carson	50	34	35 20				50	34	35 20
Richibucto.	Kent.	B. V. Johnson									
Rockland	Westmoreland	A. Boudreau									
Rockport	Westmoreland	R. C. Ward.	7	4	4 70				7	4	4 70
Sackville	Westmoreland	W. C. Milner									
St. Andrews	Charlotte										
St. George	Charlotte	James McKay									
St. John	St. John	*W. H. Purdy*	1,331	6 19	851 20	1,443	1,189	1,078 20	2,774	1,808	1,929 40
St. Stephens	Charlotte	H. Graham	Nil.	6	1 80					6	1 80
Shediac	Westmoreland	W. R. Wood	7	10	6 50	10	5	6 50	17	15	13 00
Shippegan	Gloucester	Henry A. Sormany		Nil.							
NOVA SCOTIA.											
Advocate	Cumberland	Wm. Moore.	21	13	14 40	9	12	8 10	30	25	22 50
Amherst	Cumberland	W. D. Main									
Annapolis	Annapolis	E. McCormick									
Antigonish	Antigonish.	A. Boyd		Nil.			Nil.				
Apple River	Cumberland	H. H. Mosher.									
Arichat	Richmond	*D. O'C. Madden.*									
Aspy Bay	Victoria	D. McDonald									
Baddeck.	Victoria	J. McDonald					Nil.		3		1 50
Barrington	Shelburne	D. Sargent	11		5 50	9	6	6 30	20	6	11 80
Bayfield	Antigonish	E. G. Randall		1	0 30					1	0 30
Beliveau Cove	Digby	E. E. Theriault.	71	56	52 30	68	61	52 30	139	117	104 60
Bear River	Digby	*T. H. Millar*	70	44	48 20	71	66	55 30	141	110	[illegible]
Beaver River	Colchester	R. Perry									
Bridgetown	Annapolis	S. S. Ruggles			Nil						[illegible]
Bridgewater	Lunenburg	N. C. Owen									

Canada Creek	King's	S. W. Rawding										7 00
Canso	Guysborough	Thos. C. Cook									5	
Cape Sable Island	Shelburne	E. Nickerson	11	4	6 70		1	0 30	11			
Clementsport	Annapolis	Chas. Ditmars	27	18	18 90	30	33	24 90	57	51	43 80	
Cornwallis (Canning)	King's	E. Rand										
Canning	King's	E. Harris										
Digby	Digby	J. M. Viet	7	4	4 70	4	3	2 90	11	7	7 60	
Freeport	Digby	A. F. Outhouse										
French Cross	King's	J. E. Orpen			Nil.	3	1	1 80	3	1	1 80	
Great Bras d'Or	Cape Breton	D. Campbell		Nil.								
Guysboro'	Guysborough	W. Cameron		Nil.								
Halifax	Halifax	*H. Bligh*	1,341	1,068	990 90	1,208	1,082	928 60	2,549	2,150	1,919 50	
Hantsport	Hants	J. W. Lawrence				32	38	37 40	32	38	37 40	
Harbour au Bouche	Antigonish	E. Corbet										
Harbourville	King's	Chas. E. Morris	12	3	6 90	7	6	5 30	19	9	12 20	
Isaacs Harbour	Guysborough	J. D. Griffin	15	2	8 10	6	7	5 10	21	9	13 20	
Joggins	Cumberland	J. Moffat										
Jordan Bay	Shelburne	M. D. McKenzie				8	5	5 50	8	5	5 50	
Lingan	Cape Breton	*Matthew Roche*										
Little Bras d'Or	Cape Breton	P. Collins										
Liscombe	Guysborough	James Hemlow										
Liverpool	Queen's	*W. A. Kenney*	103	35	62 00	151	59	93 20	254	94	155 20	
Lockeport	Shelburne	J. R. Ruggles	100	83	74 90	60	50	45 00	160	183	119 90	
Londonderry	Colchester	J. A. Blaikie					Nil.					
Louisbourg	Cape Breton	Wm. Lewis				62	57	48 10	62	57	48 10	
Lunenburg	Lunenburg	*William Young*	266	273	214 90	307	340	255 50	573	613	470 40	
Mahone Bay	Lunenburg	A. F. Zwicker										
Main à Dieu	Cape Breton	R. McDougall		Nil.								
Maitland	Hants	Alex. Roy	3		1 50			Nil.	3		1 50	
Margaree	Inverness	M. A. Dunn					Nil.					
Margaretsville	Annapolis	D. W. Landers		Nil.								
Merigomish	Pictou	D. McGregor					Nil.					
Meteghan	Digby	E. U. Doucet	51	23	32 40	51	26	33 30	102	49	65 70	
North-East Harbour	Shelburne	G. B. Swaine	9		4 50	9	5	6 00	18	5	10 50	
North Sydney	Cape Breton	*James Armstrong*	98	25	56 50	200	110	133 00	298	135	189 50	
Parrsborough	Cumberland	W. W. Cunnabel	187	144	135 20	213	164	155 70	379	308	290 90	
Pictou	Pictou	*M. Campbell*	23	3	12 70	31	44	28 70	54	47	41 10	
Port Acadia	Digby	A. Bourneuf										
Port Caledonia and Little Glace Bay	Cape Breton	J. J. Campbell										
Port Gilbert	Digby	James Bingay	58	13	32 90	47	77	46 60	105	90	79 50	
Port Greville	Cumberland	James Kerr	30	34	25 20				30	34	25 20	
Port Hawkesbury	Inverness	D. A. McDonald										
Port Hood	Inverness	E. D. Treman		Nil.			Nil.					
Port la Tour	Shelburne	J. W. Taylor		1	0 30					1	0 30	
Port Lorne	Annapolis	W. Graves		Nil.			Nil.					
Port Medway	Queen's	E. E. Leston										
Port Morien	Cape Breton	W. W. Bown										
Port Mulgrave	Guysborough	D. Murray				11	3	6 40	11	3	6 40	
Port William	King's	G. S. Lockwood			Nil.							

STATEMENT showing returns respecting shipping and discharging Seamen, &c.—*Concluded.*

NOVA SCOTIA—*Concluded.*

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1897.			For Half-year ended 31st December, 1897.			Total Seamen Shipped.	Total Seamen Dis-charged.	Total Amount.
			Seamen Shipped.	Seamen Dis-charged.	Amount.	Seamen Shipped.	Seamen Dis-charged.	Amount.			
					$ cts.			$ cts.			$ cts.
Pubnico	Yarmouth	P. S. D'Entremont									
Pugwash	Cumberland	J. Wilson					Nil.				
Ritcey's Cove	Lunenburg	A. Seaboyer	23	35	22 00	132	87	92 10	155	122	114 10
River Hébert	Cumberland	W. Moffat	28	2	14 60	27	17	18 60	55	19	33 20
St. Ann's	Cape Breton	D. McAuley		Nil.							
St. Mary's River	Guysborough	A. F. Falconer									
St. Peter's	Richmond	Donald Urquhart	30		15 00				30		15 00
Salmon River	Digby	I. H. C. Penny				25	13	16 40	25	13	16 40
Sheet Harbour	Halifax	M. Macfarlane									
Shelburne	Shelburne	W. W. Atwood	32	16	20 80	27	12	17 10	59	28	37 90
Sydney	Cape Breton	*Neil McDonald*	58	43	41 90				58	43	41 90
Sydney, Victoria Pier	Cape Breton	Vincent Mullins	4	4	3 05	51	48	39 90	55	52	42 95
Thorne's Cove	Annapolis	E. H. Porter	12		6 00				12		6 00
Truro	Colchester	George P. Nelson									
Tatamagouche	Colchester	J. A. G. Campbell		Nil.							
Wallace	Cumberland	Charles D. Kerr									
Walton	Hants	H. Woolaver		Nil.		2		1 00	2		1 00
West Arichat	Richmond	B. Poirier	10	4	6 20		8	3 20	10	12	9 40
Weymouth	Digby	N. B. Jones				126	51	78 30	126	51	78 30
Windsor	Hants	H. W. Dimock	54	19	32 70	107	72	75 10	161	91	107 80
Wilmot	Annapolis	G. B. Reed									
Wolfville	King's	J. B. Davidson									
Yarmouth	Yarmouth	N. L. Trefry	327	302	254 10	474	558	404 40	801	860	658 50

PRINCE EDWARD ISLAND.

Alberton	Prince	J. P. Brennan									
Cascumpec	Prince	James F. White									
Charlottetown	Queen's	*H. W. Mutch*	65	21	38 80				65	21	38 80
Crapaud	Queen's	S. J. B. Leard					Nil.				
Georgetown	King's	Charles Owen	20		10 00	10	2	5 60	30	2	15 60
Malpeque	Prince	J. M. MacNutt			Nil.						
Montague Bridge	King's	J. M. Aitken		5	1 50	16	7	10 00	16	12	11 60
Murray Harbour	King's	H. J. Brehaut		Nil.							
Pinette	Queen's	H. D. Morrison									
Port Hill	Prince	W. Hopgood		Nil.							
St. Peter's Bay	King's	J. A. McLaine									
Souris	King's	Michael J. Foley									
Summerside	Prince	*Jos. Reed*				5	20	10 00	5	20	10 00
Tignish	Prince	George Conroy			Nil.						

BRITISH COLUMBIA.

uset	Clayoquot	C. R. McDougall	25	1	12 80				25	1	12 80
lay Sound	Vancouver	M. Swartout			52 80			21 20			74 00
oquot	Clayoquot	John Grice									
uait	Vancouver	A. J. Brabant									
uot	Nanaimo	W. J. Feker	103	3	52 40		28	8 40	103	31	60 80
ett Inlet	Queen Charl'te I'd,	Rev. Mr. Keen									
Westminster	New Westminster	J. S. Clute				35	6	19 30	35	6	19 30
ouver	New Westminster	J. M. Bowell									
oria	Victoria	H. G. Lewis	285	176	195 30	543	597	450 60	828	773	645 90

APPENDIX No. 30.

REPORT OF THE PORT WARDEN OF MONTREAL FOR THE YEAR ENDED 31ST DECEMBER, 1897.

MONTREAL, 7th January, 1898.

Honourable Sir L. H. DAVIES, K.C.M.G.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the council of this board and in compliance with section 31 of the Act governing the Port Warden's Office, 45 Vic., chap. 45, to transmit herewith documents as follows:—

1. The Port Warden's report for the year 1897.
2. Audited statement of receipts and expenditure of the Port Warden's Office for the year ending 31st December, 1897.
3. Statement of investments of the Port Warden's surplus funds.

I have the honour to be, sir,
Your obedient servant,

GEO. HADRILL,
Secretary.

MONTREAL, 31st December, 1897.

To the Chairman and Members of the Board of Examiners
for the Office of Port Warden.

GENTLEMEN,—I have the honour to submit to you the annual report of the business of this office, with the statements of exports, receipts and expenditure for the past year.

Navigation opened with the arrival of the SS. "Polino" at 9.30 a.m. on the 22nd April, and closed with the departure for sea of the SS. "Acadian" at daybreak on Thursday the 25th November.

The first ocean steamer to arrive was the SS. "Montezuma" at 7.30 a.m., 30th April, and the last ocean steamer to sail was the SS. "Turret Crown," which left for sea at 10.30 a.m. on the 24th November.

The first sailing vessel to arrive was the barquetine "Peerless" from Barbados with a cargo of molasses on the 15th May.

The first vessel to enter the Gulf of St. Lawrence this season by the Straits of Belle Isle was the Thompson Line steamship "Ganges" on the 26th June.

Four hundred and seventy-nine over-sea or foreign-going vessels of all kinds were entered at this office with a tonnage of 1,054,225 tons, being an increase of 58 vessels and 152,550 tons.

The business to the lower ports this season consisted of, entered, 300 vessels of all classes with a tonnage of 317,397 tons, against 273 vessels of all classes last season, with a tonnage of 297,410 tons. Increase of 27 vessels and 19,987 tons.

Clearances to the lower ports this season were as follows: 123 vessels of all classes, with a tonnage of 99,994 tons, against 127 vessels of all classes last season, with a tonnage of 109,595 tons, decrease 4 vessels and 9,601 tons.

You may note by the accompanying statement that amongst the arrivals of sailing vessels, there was not one full rigged ship; showing the decadence of sailing vessels in this trade, as this is the first season on record that this has occurred. It is also worthy of note that the South American lumber trade from this port has almost entirely disappeared, there being only one small vessel loaded this season for Rosario, she only carried 417,505 feet B. M.

There has been numerous grounding of vessels in the river this season of a more or less serious nature; the SS. "Arabia," which grounded in the Cape Roch channel on the 26th September, being the most serious.

The water in the ship channel ran very low this year, compelling a number of the larger vessels to complete their loading at Quebec. The comparative reports of the depth of water in the ship channels as recorded on the gauges for the past two seasons are as follows:—20th November, 1896, Montreal gauge, 28 feet 10½ inches; 20th November, 1896, Sorel gauge, 29 feet 8 inches; 20th November, 1897, Montreal gauge, 26 feet 10 inches; 20th November, 1897, Sorel gauge, 26 feet 6 inches.

This in a great measure may be accounted for by the exceedingly dry weather prevailing the last three months of the season, August rainfall being 1·95, average 3·60; September rainfall, 1·15, average 3·05; October rainfall, 0·65, average 2·96; total rainfall in the three months, 3·75. Average rainfall for 23 years for these three months being 9·61, so that the rainfall was little more than one-third of the average for these months.

The shipments of various kinds for the past season, as reported at this office, were as per attached statement.

All of which is respectfully submitted.

I am, gentlemen,
Your obedient servant,

ARCHIBALD REID,
Port Warden.

COMPARATIVE Statement of Shipments, years 1896 and 1897, as per Manifests reported at Port Warden's Office.

Description.		1896.	1897.	1897. Increase.	1897. Decrease.
Wheat	Bush.	7,425,742	10,556,630	3,130,888	
Pease	"	1,897,136	2,002,403	105,267	
Barley and rye	"	630,688	1,085,221	454,533	
Oats	"	2,653,176	5,142,011	2,488,835	
Corn	"	6,752,277	9,172,016	2,419,739	
Total grain		19,359,019	27,958,281	8,599,262	
Flour and meal	Brls.	952,184	710,044	.....	242,140
Ashes	"	1,753	1,401	.....	352
Apples	"	707,201	160,223	.....	546,978
Cheese	Boxes.	1,734,398	2,100,922	366,524	
Butter	Pckgs.	154,011	221,464	67,453	
Eggs	"	139,649	167,166	27,517	
Box meats	"	219,671	157,378	.....	62,293
Lard	"	297,832	137,686	.....	160,146
Pulp	Tons.	1,431	9,770	8,339	
Dead meat	Qtrs.	15,837	3,179	.....	12,658
Sundries	Tons.	29,004	34,086	5,082	
Hay	"	761	3,900	3,139	
Hops	"	32	13	.....	19
Oil cake	"	4,452	4,110	.....	342
Phosphates	"	21	160	139	
Minerals	"	2,867	4,874	2,007	
Lumber	Ft. B.M.	221,334,580	315,312,166	93,977,586	
Cattle	Head.	96,405	117,339	20,934	
Horses	"	10,524	9,975	.....	549
Sheep		76,842	59,983	.....	16,859

STATEMENT of Sea-going Arrivals.

	1896. No.	1896. Tons.	1897. No.	1897. Tons.
Steamers	400	888,856	457	1,046,300
Ships	5	7,349	.....	.....
Barques	4	2,127	8	3,968
Brigs and schooners	12	3,343	14	3,957
Totals	421	901,675	479	1,054,225

An increase of 58 vessels and 152,550 tons.

STATEMENT of Lower Port Arrivals.

Steamers	258	295,883	284	315,530
Brigs and schooners	15	1,527	16	1,867
Total	273	297,410	300	317,397

An increase of 27 vessels and 19,987 tons.

CLEARANCES for the Lower Ports.

—	1896.		1897.	
	No.	Total.	No.	Total.
Steamers	115	108,514	113	99,067
Brigs and schooners	12	1,081	10	927
Total	127	109,595	123	99,994

A decrease of 4 vessels and 9,601 tons.

REVENUE.

—	1896.	1897.
Amount	12,629 87	10,925 74

STATEMENT of the investments of the surplus funds of the Port Warden's Office at Montreal and of interest accruing therefrom during the year ended 31st December, 1897.

Date.	Investments.	Amount.	Interest
			$ cts.
Feb. 16, 1880	Expended $2,380.34 in purchase of Dominion Government stock	$2,300 at 4 p.c. for 6 m. $46.00 " 3½ " 40.25	86 25
Aug. 16, 1880	Expended $7,254.11 in purchase of City of Montreal registered stock	$ 7,000 at 5 p.c. for 12 mos.	350 00
April 18, 1884	Expended $5,031.34 in purchase of City of Montreal four per cent registered stock, Nos. 1720, 1721, 1722, 1723, 1724, 5 of $1,000	5,000 at 4 " ..	200 00
Mar. 14, 1887	Expended $10,320.75 in purchase of City of Montreal Consolidated Fund Stock Class C. 100 shares of $100 each	10,000 at 4 " ..	400 00
	Loans to Montreal Board of Trade Building Fund to 31st December, 1897	37,000 at 4 " ..	1,480 00
	Total	$61,300 interest for 12 mos.	2,516 25

HENRY MILES,
Treasurer.

GEO. HADRILL,
Secretary.

MONTREAL, 7th January, 1898.

PORT WARDEN'S OFFICE.

DR. STATEMENT of Receipts and Expenditure for year ending 31st December, 1897. CR.

1896.		$ cts.	$ cts.	1897.		$ cts.	
Dec. 31..	To Balance, cash in bank	9,848 33		Dec. 31..	By Paid salaries, &c.:—		
	Cash in Port Warden's hands	98 89			Arch. Reid, Port Warden	2,300 00	
			9,947 22		J. A. Vibert, Deputy Port Warden	1,750 00	
1897.					A. T. Creighton do	1,750 00	
					W. J. Anderson, book-keeper	1,400 00	
Dec. 31..	Revenue derived as under:—				J. F. Scanlan, clerk	405 00	
	10,556,630 bushels wheat	.....			S. Hayes, junior clerk	171 00	
	2,002,403 do pease	.....			Superannuation allowance:—		
	1,085,221 do rye and barley	.....			Arch. Reid, Port Warden	300 00	
	5,142,011 do oats	.....			J. A. Vibert, Deputy Port Warden	200 00	
	9,172,016 do corn	.....			A. T. Creighton do	200 00	
	4,110 tons oil cake	.....			W. J. Anderson, book-keeper	100 00	
	4,874 do minerals	.....			Board of Trade, secretarial expenses	1,000 00	
	710,044 barrels flour and meal	532 80			Rent, fuel and taxes	311 86	
	1,401 do ashes	14 01			Telephones, cleaning office, light, &c	273 32	
	160,223 do apples	400 60			Lloyds register and shipping books	33 94	
	127,314 head oxen and horses	1,273 14			Books, printing and stationery	95 35	
	59,983 do sheep	150 08			Office furniture	40 00	
	183,768 tons sundries	3,675 36			Cab and car fares	38 05	
	3,900 do hay	78 00			Miscellaneous expenses	28 73	
	160 do phosphates	1 60			Alf. W. Hadrill, auditor	60 00	
	315,312,166 feet lumber	1,576 90					10,457 25
	Port Warden's fees (inwards)	198 50			Outstanding accounts, 1897	.....	5 46
	do (outwards)	2,714 00			Balance cash in bank	11,574 07	
	Special surveys	153 00			Cash in Port Warden's hands. Cash $127.50, cheque from Treasurer Board of Trade, $1,480	.....	
	Damaged cargo certificates	157 75				1,607 50	
			10,925 74				13,181 57
	Interest on bank account	.....	255 07				
	Treasurer Board of Trade, interest on investments	.....	2,516 25				
			23,644 28				23,644 28
1898. Jan. 1..	To Balance	.....	13,181 57				

Audited and found correct.

ALF. W. HADRILL, *Auditor.*

MONTREAL, 3rd January, 1898.

E. & O. E.

ARCHIBALD REID,

Port Warden.

APPENDIX No. 31.

REPORT OF THE PORT WARDEN AT QUEBEC FOR THE YEAR ENDED 31ST DECEMBER, 1897.

QUEBEC, 31st December, 1897.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—As required by the 30th section of the Port Warden's Rules, I beg respectfully to submit the following annual statement of the business transacted in this office during the year ended 31st December, 1897, as follows:—

Eighty-seven steamers were surveyed for clearance outwards, after taking on board part cargo at this port, having previously shipped part cargo of grain at Montreal.

Thirteen sailing vessels had their hatches opened and cargoes surveyed, on arrival from sea.

Nine steamers were surveyed on account of grounding and stranding.

Three steamers and one sailing vessel were surveyed for valuation.

Four steamers were surveyed on account of damage by ice.

Eleven surveys were held on damaged goods.

Three steamers were surveyed on account of damage by collision.

Two steamers were surveyed on account of deck load.

Three steamers and one sailing vessel were surveyed on account of repairs and condition.

One sailing ship was totally wrecked on Anticosti and one at Metis.

The receipts and disbursements of this office were as follows:—

Receipts from all sources	$1,179 00
Expenses	433 00
Balance net receipts	$ 746 00

Besides the foregoing there were several vessels damaged by stranding, and otherwise, that did not come under the port warden's rules.

Seven steamers took live stock at Quebec during the season, amounting in all to 2,656 cattle and 615 sheep, on which was collected $42.92, which was deposited in the Bank of Montreal to the credit of the Receiver General.

With much respect, I am,
Your obedient servant,
W. SIMONS, N.A.,
Port Warden.

APPENDIX No. 32.

REPORT OF THE PORT WARDEN AT RIMOUSKI, FOR THE YEAR ENDED 31ST DECEMBER, 1897.

RIMOUSKI, 4th December, 1897.

Hon. Sir L. H. DAVIES, K.C.M.G.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to forward herewith my report for the season of 1897. I have not visited any vessel nor collected any money during this season.

I have the honour, &c.,

CAPT. ELZEAR HEPPEL,
Port Warden.

APPENDIX No. 33.

REPORT OF THE PORT WARDEN AT ANNAPOLIS, FOR THE YEAR ENDED 31ST DECEMBER, 1897.

ANNAPOLIS, N.S., 31st Dec., 1897.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—In submitting my report for the year ended 31st December, 1897, I beg leave to state that during the past year nothing has occurred in this port calling for the duties of Port Warden.

I am, sir,
Your very obedient servant,

SIMON W. RILEY,
Port Warden.

APPENDIX No. 34.

REPORT OF THE PORT WARDEN AT HALIFAX FOR THE YEAR ENDED 31ST DECEMBER, 1897.

HALIFAX, N.S., 4th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my report for the year ending 31st December, 1897, accompanied by a statement of the receipts and expenditure during that period.

Surveys have been held by me on thirty-two steamers and three sailing vessels which arrived at this port in a damaged condition during the year. The necessary repairs were made to the vessels and those of them bound to other ports with their cargoes proceeded to their destinations, where they arrived safely.

I have the honour to be, sir,
Your most obedient servant,

DAVID HUNTER,
Port Warden.

RECEIPTS and Expenditure of the Port Warden, Halifax, N.S., from 1st January to 31st December, 1897.

DR.	$ cts.	CR.	$ cts.
To amount of fees received	2,372 88	By paid assistants, office expenses, &c.	1,490 33
		Amount reverting to Port Warden	882 55
	2,372 88		2,372 88

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden at Halifax, N.S., during the year 1897.

DAVID HUNTER,
Port Warden.

APPENDIX No. 35.

REPORT OF THE PORT WARDEN AT NORTH SYDNEY FOR THE YEAR ENDED 31ST DECEMBER, 1897.

PORT WARDEN'S OFFICE,
NORTH SYDNEY, C.B., 13th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report as follows:—
During the past year I have held the following surveys:

Six (6) steamships.
Four (4) sailing vessels.

The most of the above vessels had extensive repairs made under my recommendation and inspection.

The total fees received were	$182 00
Paid assistant surveyors	75 00
	$107 00
Less office expenses	40 00
	$ 67 00

I have the honour to be, sir,
Your obedient servant,

DANIEL McKAY,
Port Warden.

APPENDIX No. 36.

REPORT OF THE PORT WARDEN AT PORT HAWKESBURY FOR THE YEAR ENDED 31ST DECEMBER, 1897.

PORT HAWKESBURY, N.S., 31st December, 1897.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report of the doings of this office, accompanied with a statement of the fees received by me during the year now closing. There have not been many vessels repaired here during the past year. The services of the Port Warden have been requested only once during the year, and that only to survey the hatches of the schooner "Sabrina," of St. John, N.B., from Boston, U.S., to Charlottetown, P.E.I., with a cargo of flour and corn.

I have the honour to be, sir,
Your obedient servant,

D. W. HENESEY,
Port Warden.

RECEIPTS of Port Warden's Office for the year ending 31st December, 1897.

To. holding survey on hatches of schooner "Sabrina"
at Port Hawkesbury, 11th January, 1897..... $8 00

I do hereby certify that the above is a true and correct statement of all fees received by me as Port Warden at this port during the year now closing.

D. W. HENESEY,
Port Warden.

APPENDIX No. 37.

REPORT OF THE PORT WARDEN AT YARMOUTH FOR THE YEAR ENDED 31ST DECEMBER, 1897.

YARMOUTH, N.S., 3rd January, 1898.

I have been called on four times to survey the hatches of vessels arriving with corn, and six times on vessels that have been stranded and afterwards floated and brought to Yarmouth for repairs.

The total amount of fees received net, was $76.

EBEN SCOTT,
Port Warden.

APPENDIX No. 38.

REPORT OF THE PORT WARDEN AT CHATHAM FOR THE YEAR ENDED 31ST DECEMBER, 1897.

PORT OF CHATHAM, N.B., 17th December, 1897.

Department of Marine and Fisheries,
Ottawa.

DEAR SIR,—Inclosed please find copies of surveys held by me at this port for the season of 1897, with an account of fees collected for the same.

Hoping you will find all correct and satisfactory.

I remain,
Your obedient servant,

WILLIAM MUIRHEAD.

MEMO. of account of Fees received by William Muirhead, Port Warden, Chatham, N.B., for the year 1897.

1897.		$ cts.
Sept. 29....	Ship "Austria," Bathurst, N.B.....	20 00
Oct. 2....	Schooner "Beatrice," Chatham	10 00
Nov. 1....	Barge "Reinbrandt," Newfoundland.....	10 00
do 2 ...	Barque "Angellano Castellano".....	10 00
		50 00

PORT OF CHATHAM, N.B.,
DOMINION OF CANADA,
2nd November, 1897.

At the request of L. Cacaca, master of the Italian bark "Angellano Castellano," of Naples, Italy, I, William Muirhead, Port Warden of the Port of Chatham, N.B., J. J. Brown, master mariner, and Dudley P. Walls, shipwright, proceeded on board said bark for the purpose of holding survey on said vessel and cargo.

We found the hatches of the said bark and tarpaulins on the same perfectly dry, and hatches well caulked.

On removing hatches found what portion of the cargo of sulphur in sight in good condition.

On sounding the pumps we found about 15 inches of water in the well, and at the end of half an hour found no increase. On the hull the only damage to be seen was port rail and stanchions started.

Captain Cacaca reports having to cut away in stormy weather two lower topsails. Fore-topmast stayed, and several spare spars.

WILLIAM MUIRHEAD,
Port Warden.
J. J. BROWN,
Master Mariner.
DUDLEY P. WALLS,
Shipwright.

Fees, $10.

PORT OF CHATHAM, N.B.,
DOMINION OF CANADA,
1st November, 1897.

At the request of Captain E. Hall, of the coal barge "Rembrandt," of St. John's, Newfoundland, 1,421 tons register, I, William Muirhead, Port Warden of the Port of Chatham, N.B., and Captain J. J. Brown, Surveyor of Records, proceeded on board said barge, she having touched on Escuminac reef, at the entrance of Miramichi River. On examining the barge we found no sign of rails, waterways or anything about the decks started or strained. Sounded the pumps and found only 9 inches of water in the well. We therefore consider the vessel seaworthy and fit to proceed to Louisburg, Cape Breton, her port of destination.

WILLIAM MUIRHEAD,
Port Warden.

Fees, $10.

PORT OF CHATHAM, N.B.,
DOMINION OF CANADA,
21st October, 1897.

At the request of Captain Sangster, master of the schooner "Beatrice," of Halifax, N.S., I, William Muirhead, Port Warden of the Port of Chatham, N.B., Captain J. J. Brown, master mariner, and Dudley P. Walls, shipwright, proceeded in tug "Mascot" to Portage Island, at the mouth of Miramichi River, for the purpose of holding survey on schooner "Beatrice," of Halifax, N.S., as she now lies stranded on said island loaded with codfish. On boarding the said schooner, we found her full of water and that the tide ebbed and flowed in her hold. We also found stern post started from plank ends, rudder damaged, deck seams, mast coatings and house combings started. After considering the position of said vessel, state of the hull, &c., and age of said vessel, we the undersigned surveyors recommend that the said "Beatrice" be sold as she now lies near Portage Island, Miramichi River for the benefit of owners, underwriters, and all concerned.

WILLIAM MUIRHEAD,
Port Warden.
J. J. BROWN,
Master Mariner.
DUDLEY P. WALLS,
Shipwright.

Fees, $10.

APPENDIX No. 39.

REPORT OF THE PORT WARDEN AT PRINCE EDWARD ISLAND FOR THE YEAR ENDED 31ST DECEMBER, 1897.

PORT WARDEN'S OFFICE,
PRINCE EDWARD ISLAND,
31st December, 1897.

The Honourable Sir L. H. DAVIES, K.C.M.G.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my annual report of the business of my office during the past season.

I am glad to report that there has been no loss of any grain-laden vessels bound to foreign ports this season.

I have the honour to be, sir,
Your obedient servant,

H. P. WELSH,
Port Warden.

RECEIPTS and Expenditure of the Port Warden's Office, Prince Edward Island, for the year 1897.

Date.	Receipts.	Amount.	Date.	Expenditure.	Amount.
1897.		$ cts.	1897.		$ cts.
	To Fees derived from grain-laden vessels	255 00		By Expense of office	8 50
	Damaged goods	4 86		Commission to deputies	64 00
	Survey on hatches	3 00		Balance	220 36
	Other surveys	30 00			
		292 86			292 86

I hereby certify the above to be a correct statement.

H. P. WELSH,
Port Warden.

CHARLOTTETOWN, P.E.I., 31st December, 1897.

APPENDIX No. 40.

REPORT OF THE PORT WARDEN AT ST. ANDREWS, N.B., FOR THE YEAR ENDED 31ST DECEMBER, 1897.

Date.	—	Fees.
1897.		$ cts.
Jan. 30...	Survey on hatches Sch. "Grace"	2 00
March 6...	do do do "Donald Cann"	2 50
April 5...	do do do "Ellamore"	2 00
do 6...	do do Bktn. "Robert Ewing"	2 50
do 13...	do Cargo and dunnage, Sch. "Velma"	4 50
May —...	do Pilot boat No. 1	1 00
		14 50

JOHN WREN,
Port Warden.

ST. ANDREWS, 4th January, 1898.

Sworn at St. Andrews, Charlotte Co., N.B., before the undersigned.

JOHN S. MAYN, *J.P.*

APPENDIX No. 43.

REPORT OF THE PORT WARDEN AT VICTORIA, B.C., FOR THE YEAR ENDED 31ST DECEMBER, 1897.

VICTORIA, B.C., 4th January, 1898.

F. CARTWRIGHT, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of submitting my annual report as Port Warden for the ports of Victoria and Esquimalt, B.C., for the year ended the 31st of December, 1897.

Amount of fees received for surveys on the hatches of 30 vessels	$150 00	
Amount received for surveys on cargoes, hulls, &c.	309 00	
		$459 00
Rent and expenses of office		50 00
Net receipts		409 00

I have the honour to be, sir,
Your obedient servant,

CHAS. E. CLARKE,
Port Warden.

APPENDIX No. 42.

REPORT OF THE PORT WARDEN AT SHEDIAC FOR THE YEAR ENDED 31ST DECEMBER, 1897.

SHEDIAC, 8th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

DEAR SIR,—The only matters on which I have to report for this season now past that called for the services of Port Warden were the cases of the barque "Nebo" and the barque "Posiden," both of Norway. Both of them had been in collision with ice on the voyage out from Europe to this port.

Surveys were held by me on each, and temporary repairs recommended and executed and the ships loaded and proceeded to their respective destinations.

Annexed you will please find statement of the fees collected.

I have the honour to remain,
Yours truly,

CHARLES HARPER,
Port Warden.

STATEMENT of fees collected and expended by Port Warden at Port of Shediac during season of 1897.

RECEIPTS.

From barque "Nebo," total fees	$21 00	
From barque "Posiden," total fees	22 00	
		$43 00

EXPENSES.

Paid 2 assistants at survey "Nebo"	$10 00	
Paid 2 assistants at survey "Posiden"	10 00	
		20 00
Net fees of office		$23 00

CHARLES HARPER,
Port Warden.

SHEDIAC, 8th January, 1898.

APPENDIX No. 43.

REPORT OF THE PORT WARDEN AT VICTORIA, B.C., FOR THE YEAR ENDED 31ST DECEMBER, 1897.

VICTORIA, B.C., 4th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of submitting my annual report as Port Warden for the ports of Victoria and Esquimalt, B.C., for the year ended the 31st of December, 1897.

Amount of fees received for surveys on the hatches of 30 vessels	$150 00	
Amount received for surveys on cargoes, hulls, &c.	309 00	
		$459 00
Rent and expenses of office		50 00
Net receipts		409 00

I have the honour to be, sir,
Your obedient servant,

CHAS. E. CLARKE,
Port Warden.

APPENDIX No. 44.

REPORT OF THE PORT WARDEN AT WHITNEY PIER, SYDNEY, FOR THE YEAR ENDED 31ST DECEMBER, 1897.

WHITNEY PIER, SYDNEY, 31st December, 1897.

Hon. Sir L. H. DAVIES, K.C.M.G.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of forwarding to you the following report of proceedings of this office during the past year.

Surveys have been held on nine steamers, and fees collected as follows:—

Surveys on hulls, seaworthiness	$72 00
Office and expenses	20 00
Net revenue	$52 00

The offices discharged were of the usual description.

I have the honour to be, sir,
Your obedient servant,

JAMES CARLIN,
Port Warden.

PORT WARDEN—Survey, 1897.

Date.	Official No.	Rig.	Name.	Master.	Tonnage.	Port of Register.	Where from.	Where bound.	Description of Survey.	Drafts. Fore.	Drafts. Aft.	Clear Side.	Cargo.
1897.										ft. in.	ft. in.	ft. in.	
May 31	1	SS ...	"Forest Holme"...	Johnson	1,540	Mary Port....	Quebec.	London.....	Seaworthiness ..	20 9	21 8	8 7½	Deals.
Nov. 3	2	" ...	"Strathdee"	Forsyth	1,709	Glasgow.....	Montreal.	Avonmouth.....	do .	22 ..	21 5	9 7	Grain.
do 13	3	" ..	"Tyr"	Hansen.....	1,442	Norway	Quebec.....	Sharpness, near Bristol.	do ..	19 ..	19 ..	8 10	Deals.
do 15	4	" ...	"Stalheim".....	Halt	1,355	Barigan	Montreal.....	London.....	do ..	18 6	19 ..	12 ..	do
do 15	5	" ...	"Huelva".....	Towill.....	1,698	London.....	Quebec.....	Bristol.	do ..	18 6	18 9	10 3	do
do 17	6	" ...	"Ailsa Craig"... .	Robertson	2,166	Glasgow.....	Three Rivers, Q.	London.....	do ..	22 ..	22 5	7 9	do
do 21	7	" ...	"Rydal Holme".. .	Brown.....	1,226	Mary Port	Montreal.....	do	do ..	19 5	19 5	9 5	do
do 27	8	" ...	"Loughrigg Holme"	Milligan.....	1,316	do	do & Quebec.	Antwerp	do ..	19 5	19 10	9 5	do
do 30	9	" ...	"Turret Crown" ...	Bruhn	1,142	Newcastle	Montreal. . ..	London..... ...	do ..	12 10	16 8	10 11	Grain.

APPENDIX No. 45.

REPORT OF THE PORT WARDEN AT NANAIMO AND DEPARTURE BAY, B.C., FOR THE YEAR ENDED 31ST DECEMBER, 1897.

NANAIMO, B.C., 7th January, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Notwithstanding the large amount of shipping that has visited these ports during the last year, the service of Port Warden has not been called into requisition.

Yours truly,

HARRY COOPER,
Port Warden.

APPENDIX No. 46.

REPORT OF THE PORT WARDEN AT VANCOUVER FOR THE YEAR ENDED 31ST DECEMBER, 1897.

VANCOUVER, B.C., 14th January, 1898.

The Honourable Sir L. H. DAVIES, K.C.M.G.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of submitting my annual report as Port Warden for the port of Vancouver, B.C., for the year ending on the 31st of December, 1897.

Amount of fees received for surveys on the hatches of 20 vessels	$165 00
Fees received for surveys of cargoes and hulls, &c.	103 00
	$268 00

I have the honour to be, sir,
Your obedient servant,

MALCOLM McLEOD,
Port Warden.

APPENDIX No. 47.

REPORT OF THE PORT WARDEN AT PICTOU FOR THE YEAR ENDED 31ST DECEMBER, 1897.

PICTOU, 26th January, 1898.

One survey on schooner "Vivian," of Lunenburg, N.S., for value and average, 30th November, 1897.

One survey on schooner "City of Lunenburg, N.S.," for repairs and valuing for average, &c.

Amount of receipts for 1897	$26 00
Expenses of office, &c	17 00
Amount for 1897	$ 9 00 .

W. C. MUM,
Port Warden.

APPENDIX No. 48.

REPORT OF THE PORT WARDEN AT BATHURST FOR THE YEAR ENDED 31ST DECEMBER, 1897.

PORT OF BATHURST,
DOMINION OF CANADA,
29th September, 1897.

By request of Captain Dexter of the British ship "Austria," 1,773 tons, registered at the Port of Windsor, Nova Scotia, we, the undersigned, William Muirhead, Port Warden of Chatham, N.B., James Gooden, master mariner, and Samuel White, shipwright, proceeded on board said ship for the purpose of holding survey.

We sounded the pumps and found only about one inch of water in the well.

The said ship is well found in every particular, spars, rigging, sails, &c.

We made a thorough examination and consider the vessel seaworthy and in every way fitted to proceed on her voyage to port of destination.

WILLIAM MUIRHEAD
Port Warden.

JAMES GODIN,
Master Mariner.

SAMUEL WHITE,
Shipwright.

Fees, $20.

APPENDIX No. 49.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels, in Canadian Waters, and to Canadian Sea-going Vessels, in other Waters, for the twelve months ended 30th June, 1897.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail	Registered Tonnage.	Port sailed from. Port Bound to.	Place where Casualty happened.	Nature and cause of Casualty	Loss.	Remarks
1896.		Yrs								$
Aug 31	Aureola	23	St. John's, Nfld foundland.	Bktn., wood, sail.	250	St. John's, Nfld., to North Sydney, Nfld.	Sydney Harbour, N.S	Stranded.		Total loss, 12,000
do 29	Abbie M. Deering		American	Schr., wood, sail.	96	Gloucester, Mass., to Souris, P.E.I., fish'g.	7 miles N.E. from East Point, P.E.I.	Collided with another vessel.		do 350
July 8	Assyria	9	St. John, N.B.	Bk., wood, sail.	1098	Loading at Pensacola, Buenos Ayres.	In harbour.	Stranded in a hurricane.		do 1,200
Sept 3	Anita	11	do	Schr., wood, sail.	115	St. John, N.B., to New York.	56 miles S.S.E. of Cape Elizabeth.	Sprung a leak, bad weather		Partial loss, not known.
Oct 7	Arcadia	26	Christiana	Bk., wood, sail.	782	Greenock, Scotland, to Bay Verte, N.B	Green Cove, near Tignish, N.S.	Casualty caused by heavy gale		Total loss
Sept [illegible]	Avalon	8	Windsor, N.S	Schr., wood, sail.	121	St. John, N.B., to Sydney, C.B.	Green Isld., Cape Sable Island, N.S.	Stranded		do 3,500
July	Artemas Terrill.		American	do		Boston to Margaret's Bay, N.S. and N. Y.	Off Sambro, N.S	Vessel became water logged.		do 405
Aug 25	Acadian	24½	Montreal, Que.	Schooner, iron, steam.	931	At wharf at Montreal, Que.	Windmill Point wharf, Montreal	Fire		Partial loss, 500
Oct 12	Atwood	1	Parrsboro', N.S.	Schr., wood, sail.	93	Parrsboro', N.S., to Portland, Maine.	North Atlantic			do 75
Aug 19	Argentia	6	do	Bk., wood, sail.	588	Greenland to Parrsboro', N.S.	Arctic Ocean	Crushed in the ice		Total loss, 30,000 Cargo, 24,000
Nov 23	Atwood	20	do	Schr., wood, sail.	93	Lower Cove to Boston	Bakers Island Bar, American coast	Mistake of mate		Total loss, 2,000 Cargo, 1,100
Dec 16	Annie Ray	13	Guysboro', N.S.	do	90 33	North Sydney, C.B., to Halifax, N.S.	Near Black Lodge, Country Har., N.S.	Stranded		Total loss, 1,500 Cargo, 30,
Dec 28	Addie	20	Halifax, N.S.	do	16	Halifax to Newfoundland.	L'Ardoise Bay	Foundered		Total loss, 200
Sept 3	Anita	11	St. John, N.B	do	115	St. John, N.B., to New York, U.S.A.	Portland Bay, Maine	Strong breeze and heavy sea		Partial loss, 800
do 21	Alert	6	do	Bk., wood, sail.	531	Cape Tormentine, N.B., to Southport, Eng	Southport, Eng	Vessel was run into while lying at anchor		do 625

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. Steam or Sail.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature and Cause of Casualty.	Lives lost.	Remarks.	
1897.		Y'rs									$
Jan. 22	Austria	12	Windsor, N.S.	Ship, wood, sail	1772	Greenock to Pensacola and Devonport.	.....	Vessel grounded on Pensacola Bar.	....	Partial loss,	
Jan. 25	Alina	3	Shelburne, N.S.	Schr., wood, sail.	96	Turks Island to Liverpool, N.S.	North Atlantic	Sprung a leak	....	do	
1896. Oct. 2	Azof	36	Charlottet'wn, P.E.I	Schr., wood, sail.	38	Buctouche to Alberton.	P.E. Island coast, north side.	Stranded	....	Total loss,	450
1897. April ..	Assaye	....	London, Eng.	Schooner	6	Liverpool to St. John, N.B.	Blonde Rock, north side Seal Island, N.S.	Stranded	....	do	
.....	Addie	20	Halifax, N.S.	Schr., wood, sail.	16	Halifax to Newfoundland.	L'Ardoise Bay, N.S.	Foundered	....	do	200
April 21	Altona	6½	Windsor, N.S.	Barque, wood, sail	491	Trinidad to New York.	North Atlantic	Casualty caused by heavy gale.	....	Partial loss,	500
1896. Aug. 9	Bolivia	15	Liverpool	Brig, steel, sail.	879	Royal Roads to Vancouver, B.C.	Active Pass, B.C.	Stranded; vessel went on rocks while being towed through the Pass.	....	do	
Aug. 21	Brookside	37	Sunderland	F. & A., steel, steamer.	1,702	Shields to Quebec and London.	Near Traverse L'tship, River St. Lawrence.	Casualty caused by fog	....	do	
Aug 10	Bengore Head	12	Belfast	Schooner, iron, steam.	1,619	Montreal, Que., to Dublin.	Harbour of Quebec.	Grounded while loading	....	do	
Sept. 3	Bessie	7	Yarmouth, N.S.	Schr., wood, sail.	195	Louisburg to Yarmouth	Off Whitehead, N.S.	Vessel lost topsail and received other damage.	....	do	200
Oct. 10	Britannia	2	Lunenburg, N.S.	Schr., wood, sail.	59	Bridgewater to Pictou, N.S.	Madame Island Ledge, C.B., N.S.	Stranded	....	do	100
										Cargo,	100
Sept. 20	Biance	9	Windsor, N.S.	Schr., wood, sail.	179	New York to St. Croix and New York.	Atlantic Ocean	Casualty caused by a gale of wind.	....	Partial loss,	200
Nov. 2	Bessie E. Crane	11	Parrsboro', N.S.	Schr., wood, sail.	184	Porto Rico to Ragged Island.	Ragged Island, Bahamas.	Stranded	....	Total loss,	4,000

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	do	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Total loss. Cargo.	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Stranded	Partial loss	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Partial loss	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	do	[illegible]
[illegible]	[illegible]	[illegible]	do	[illegible]	do	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Damaged by [illegible]	do	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Stranded	do	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	do	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	do	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	do	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Stranded	Total loss	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Partial loss.	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	do	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	do	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature and cause of Casualty.	Lives lost.	Remarks.
1896.		Yrs								$
Oct. 26	Elma D.....	6	Yarmouth, N.S.	Schr., wood, sail.	68	Meteghan to Boston, U. S. A.	North Atlantic.	Stranded....	....	Total loss, 1,000 Cargo, 100
1897.										
March 4	Emma L. Shaw..	23	Windsor, N.S.	Bgtn., wood, sail.	567	Turks Island to Philadelphia.	Green Run Station.. .	do	....	Total loss, 3,000
May 14	Emma B.....	14	Barrington, N.S.	Schr., wood, sail.	94	Boston to New Glasgow.	Near Egg Island Light station, N. S.	Foundered...	....	do 1,600
May 2	Ethel Granville .	16	Parrsboro', N. S.	do ..	99	St. John, N.B., to Middleton, Conn.	14 miles east Pollock Lightship, North Atlantic.	Fog..... . . .	...	do 2,500 Cargo, 500
July 28	Energy..... ..	8	Parrsboro', N.S.	do ..	98	St. John to New York	New York Harbour, U. S. A.	Fire.....	...	Total loss, 3,000
May 23	E. H. Foster ...	15	St. John, N.B.	do ..	124	St. John, N. B., to Providence, R. I.	American coast.. ..	Stranded.....	....	Partial loss, 300
Sept. 9	Fanny Young...	16	Port Hawkesbury, N.S.	do ..	85	Boston to Halifax and Port Hawkesbury.	Isaacs Harbour, N.S..	do	...	do 150
May 31	Florence....		Sydney, C. B., N.S.	do ..	17 04	Bonne Bay to St. John's, Nfld.	One mile east of Cape Ray, Nfld.	Parted her chains.	....	Total loss, 600
Aug. 19	Fairy....	15	Quebec.....	Tug, wood, steam.	9	St. Thomas, Que.....	St. Thomas, Que..	Burnt at wharf.	...	do
May 5	Frank and Iva...	1	St. John, N.B.	Schr., wood, sail.	98	Shulee, N.S., to Bridgeport, Conn.	Near Highland Light, off Cape Cod.	Damaged by collision and became leaky.	....	Partial loss, 2,500
Sept 23	F. W. Homans..	26	Gloucester, Mass.	do	63	Gloucester to Pleasant Bay.	South entrance to Amherst Harbour, Magdalen Island.	Stranded.	....	do 800
June 8	Flora P. Stafford	....	Windsor, N.S.	Ship..	.....	Newcastle, N. S. W., to Manilla.	....	....	4	Total loss
Dec. --	Fraulien	7	Moncton, N.B.	Schr., wood, sail.	149	Elizabethport to New Jersey, U. S., and Yarmouth, N. S.	American coast, North Atlantic.	Heavy storm.....	....	Partial loss, 1,200

Aug.	1 Grace Rice	13	Weymouth, N.S.	Schr., sail.	wood.	143	Pascahoney, N.S., to Weymouth, N.S., and Boston, Mass.	East side of Port Hood Harbour, N.S.	Stranded, sudden change in wind	Partial. Cargo	100 10
May	21 Glenlivet.	13	Leith	Schr., steam	Iron.	1,088	Pictou, North Sydney, to Montreal	Near Chaumont Island Light River St. Lawrence	Grounded, fault of pilot	Partial loss	
Aug.	2 Gulnare		Sydney, N.S.	Steamer		120	North Sydney to Halifax	White Point, N.S.	Cargo shifted, fault of master	Total loss	1,000
July	21 Greta.	7	St. John, N.B.	Schr., sail.	wood.	124	St. John to Vineyard Haven	Near Nantucket Light Cape Cod	Burned down to another vessel	Partial loss	1,000
Sept.	10 G. H. Perry	3	Yarmouth, N.S.	do		180	Boston to St. John	Cape Ann to South Atlantic		do	100
Oct.	13 Garfield White		Parrsboro, N.S.	do		180	Apple River to Vineyard Haven	Off Mount Desert Rock, Am. coast	Damaged in gale	do	100
Nov.	4 Glide II.		Digby, N.S.	do			Everton to St. John, N.B.	Off Mission Bay, N.B.	Stranded	Total loss	100
Dec.	[illegible]	[illegible]	Charlottetown, P.E.I.	[illegible]		30	Charlottetown to Pierre Miquelon	South coast of Anticosti Island	Miquelon schooner	do	
Dec.	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	Hart's Island, Maine	Stranded	do	4,000
Dec.	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	Albert to [illegible]	[illegible]	do	do	1,000
Dec.	[illegible]	[illegible]	[illegible]	Barge, sail		1,000	[illegible]	Seattle, Cape [illegible]		Partial loss	5,000
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1,000,000	[illegible]	[illegible]	[illegible]	Total loss Cargo	4,000 4,000
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		800	[illegible]	[illegible]	[illegible]	Partial loss	800
[illegible]	[illegible]	[illegible]	[illegible]	Barge, sail		[illegible]	[illegible]	[illegible] Atlantic	[illegible]	do	1,000
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		400	[illegible]	[illegible]	[illegible]	Total loss	1,000
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		200	[illegible]	[illegible]	[illegible]	Partial loss Cargo	100 10
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible] Atlantic	[illegible]	Partial loss	100
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	Total loss Cargo	1,000 100
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	Partial loss	1,000
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	do	800
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	Total loss	1,000

STATEMENT of Wrecks and Casualties reported as having occurred to British Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. — Steam or Sail.	Registered Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature and cause of Casualty.	Lives lost.	Remarks.
1896.		Y'rs								$
Sept. 10	Hattie Louise..	....	Charlottet'wn, P.E.I.	....	....	....	....	Supposed to have been abandoned at sea.		
Oct. 14	H. L. Sangster..	20	Charlottet'wn, P.E.I.	Schr., wood, sail.	74	Gaspé to Charlottetown.	On bar Huckleberry Island, Miramichi, N.B.	....	....	Partial loss, 400 Cargo 800
Nov. 15	Harry.	4	Parrsboro,' N.S.	do ..	422	Hillsboro' to New York.	Nantucket Shoals, American coast.	Stranded; heavy wind ..	....	Partial loss, 1,200
Dec. 27	Harry..... ..	4	Parrsboro,' N.S.	do ..	422	New York to Yarmouth.	25 miles east of Cape Cod, American coast.	Damaged in gale.....	....	do 1,000
1897.										
Jan. 28	Harry L. Belden.	7	Boston, U.S.A	do ..	117	Boston; fishing. ...	Entrance to Yarmouth Harbour, N.S.	.....	....	do 500 Cargo 100
Jan. 1	Harvest Home...	36	Charlottet'wn, P.E.I.	do ..	29	Souris to Halifax, N.S.	Isaac Harbour, N.S...	Ran on a breaker	....	Total loss, 500
1896.										
Dec. 22	Hattie C	13	St. John, N.B.	do ..	....	Moncton, N.B., to Yarmouth, N.S.	Dipper Harbour Ledges, N.B.	Stranded.	...	Partial loss, 150
1897.										
Mar. 6	Harry Morris....	14	do ..	do ..	98	Quaco, N.B., to St. John, N.B.	Wallace Beach, St. John Co., N.B.	do	....	do 600 Cargo 100
July 2	Hungarian.....	13	Norway	Schr., iron, steamer.	1,612	....	Gaspé Bay, Cape North, C.B., N.S.	Strong current and deviation of compass.	....	Total loss.
1896.										
Nov. 15	H. M. Stanley...	6	St. John, N.B.	Schr., wood, sail.	98	Boston to St. John...	Seguin, Me., Atlantic Ocean.	Vessel caught in gale....	....	Partial loss, 1,000
July 26	Iona	3½	Dundee.	Schr., steel, steam.	2085	Newcastle, N.B., Montreal, London.	Between Quebec and Montreal.	Grounded	....	
Sept. 23	Isabella Balcom .	15	Parrsboro', N.S.	Bgtn., wood, sail.	270	New York to Cuba....	Atlantic Ocean	Abandoned at sea.....	....	Total loss, 600 Cargo, 10,000
Oct. 16	Irene	10	St. John, N.B.	Schr., wood, sail.	90	Wolf Brook, Albert Co., N.B., to St. John.	Beach at Wolf Brook..	Stranded	....	Partial loss, 500

1897. April 25	Irene	14	Arichat, N.S.	do	12	Petit de Grat	Cape Rouge, N.S	Stranded		Total loss, 120
1896. Oct. 15	Iona	10	Sackville, N.B.	do	90	Apple River, N.S., to New Haven, U.S.	American coast	Foundered in a gale	5	do 3,200 Cargo, 1,085
July 24	James Fornham	6	Yarmouth, N.S.	do	31	Meteghan, N.S., to Salmon River, N.S.	Meteghan Bar, St. Mary's Bay, N.S.			Partial loss, 360
Sept. 6	J. W. Durant	6	Parrsboro', N.S.	do	124	Cheverie, N.S., Parrsboro', N.S., Boston, Mass.	Boston Bay, U.S.	Caught in a gale		do 600
1897. Jan. 27	Josie		Weymouth, N.S.	do	140	Belliveau Cove to Trinidad.	North Atlantic Ocean	Vessel damaged in heavy weather.		do 1,000
1896. Dec. 16	Jessamine	1	Liverpool, N.S.	do	69	Boston, Shelburne, La Have.	Todd's Point, Lockeport, N.S.	Stranded		Total loss, 3,000
1897. Mar. 9	J. D. Everett	8	Windsor, N.S.	Ship, wood, sail.	1957	Barry to Montevideo	At sea	Bad weather		Partial loss, 800
1896. Dec. 1	Juno	15	St. John, N.B.	Schr., wood, sail.	92	St. Martins, N.B., to Boston, Mass.	The Keysport Clide, Maine, U.S.	Grounded		do 400
Oct. 7	Keewaydin	7	Parrsboro', N.S.	do		Hillsboro to Boston	Duck Island, Grand Manan, Bay of Fundy	Stranded		do 1,000
Sept. 9	Kilverdale	15	St. John, N.B.	Barque, wood, sail.	1132	Pascagoula to Rio Janeiro.	Atlantic Ocean	Damaged at sea		do 500 Cargo, 500
1897.	Keziah	13	Lunenburg, N.S.	Schr., wood, sail.	136	Lunenburg to Halifax	Glasgow Harbour	Fire		Total loss, 3,000 Cargo, 400
Jan. 26	Katie	12	Victoria, B.C.	Scow, wood	31	Victoria, B.C., to Mill Bay, B.C.	This vessel was beached			Partial loss, 50
1896. Mar. 4	Karoo	13	Windsor, N.S.		1938	Cardiff to Japan	Scilly Island	Bad weather cause of casualty.		do 2,500
Aug. 28	Little Dorrit	2	Barrington	Schr., wood, sail.	64	Barrington to Halifax, (fishing).	Doctor's Cove, Barrington, N.S.	Burnt		Total loss, 4,000
Aug. 6	Laurentides	6·7	Quebec	do	55	Quebec to Ste. Anne des Monts, Que.	2 miles below Beaugin Bank, R. St. Lawrence	Run down by another vessel.		Partial loss. Cargo, 40
Oct. 24	Lynx	13	St. John, N.B.	do	124	River Hebert to Vineyard Haven.	St. John Har., N.B.	Stranded		Total loss, 2,100 Cargo, 150
Nov. 8	Linita		Greenock	Barque, steel, sail.	525	Cardiff to Portland, Or.	American coast	do		Partial loss, 10,000
July 24	Laura		Hawkesbury, N.S.	Schr., wood, sail.	27	Point des Chêne, N.B., to Margaree, N.S.	Margaree Har., N.S.	do		do
1897. Mar. 3	Larnica	19	Windsor, N.S.	do	1403·10	Manilla to New York	North Atlantic	do		do 100
Apl. 10	Louil	8	Yarmouth, N.S.	Brig., wood, sail.	186·65	Yarmouth to San Domingo, and N.Y.	do	Damaged in a gale		do 1,500

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature and cause of Casualty.	Lives lost.	Remarks.	
1897.		Yrs									$
Mar. 22	L. G. Crosby...	6	Yarmouth, N.S.	Bqtne., wood, sail.	298·49	Macovis to New York.	North Atlantic.	Damaged in a gale.....	....	Partial loss,	300
.....	Manzenilla ...	18	Parrsboro, N.S	Schr., wood, sail.	87	St. John to Boston ...	Between 2 reefs, American coast.	Stranded.....	....	Total loss,	500
1896.											
Sept. 9	Margaret E. Dean	6	do ..	Bqtne., wood, sail.	299	New York to Brazil...	.....	.....	....	do Cargo,	16,000 15,000
Nov. 6	Mabel Howard ..	14	Halifax, N.S..	Schr., wood, sail.	119	St. Stephen, N.B., to Parrsboro, N.S.	St. Andrews Har., N.B.	Heavy storm	....	Partial loss,	300
Nov. 9	Marie Emma.. .	31	St. John's, Nfld	do ..	35	Charlottetown to North Sydney.	Port Hastings, Strait of Canso, N.S.	Stranded..... .	....	do	150
1897.											
Jan. 26	Magnolia..	....	Sydney, N.S..	Wood, steam..	260	Sydney wharf.....	Sydney, N.S.....	Fire.....	....	Total loss,	5,000
Jan. 5	M. L. Bonnell...	7	St. John, N.B.	Schr., wood, sail.	297	New York to New Zealand.	....	do	....	do Cargo,	10,000 15,000
Jan. 14	Molega...	8	Lunenburg, N.S.	do ..	124·22	Bridgewater to Barbados.	West Indies	Rough sea	....	Total loss.	
Jan. 23	Moss Rose.	4	do ..	do ..	148·93	New York to Aracaju.	Gulf Stream.....	Damaged in a gale ...	....	Partial loss,	2,500
Apl. 23	Maud S...	11	Victoria, B.C.	Schr., wood, sail.	97	Victoria (sealing)	East Point, Queen Charlotte Sound, B.C	Wrecked.....	....	Total loss.	
Feb. 5	Mark Curry. ...	7	Windsor, N.S.	Barque, wood, sail.	1256	Newcastle, N.S.W....	Harbour of Iloilo.....	Fire.....	....	Total loss,	20,000
Apl. 4	Minnie G. Whitney.	13	do ..	do ..	20	Darien, Newport, Eng.	Sapelo Bar, Darion, U.S.A.	Struck the bar.....	....	Total loss,	12,000
....	Mary Eleanor...	23	Halifax, N.S..	Schr., wood, sail.	98	Mahone to Arichat and Boston.	About 10 miles south to Whitehead, N.S.	Vessel sprung a leak	..	Partial loss,	300
June --	Mabel Howard..	15	do ..	do ..	119	San Domingo to New York.	San Domingo, W.I....	do do	..	do	
June 25	Myrtle M.....	6	Parrsboro, N.S	do ..	121·37	....	Indian Ocean.....	Lack of ballast	....	do	

1896.									
Sept.	Steamer	[illegible]	Lunenburg, N.S.	Schr., wood, sail	79	Lunenburg, N.S.	Cape Porcupine, Str. of Canso, N.S.	[illegible]	Partial loss, 200
Aug.	Neptune	[illegible]	Newcastle on Tyne	Schr., steel, steam	2178	Newcastle to Quebec and London	River St. Lawrence	Collision with another vessel.	do
	New City	[illegible]	St. John, N.B.	Steamer, wood	63	Bennett's Creek to Hopewell, Albert County, N.B.	Bennett's Creek.	Stranded	Total loss, 1,400
1897.									
May	Vanessa	[illegible]	Lunenburg, N.S.	Schr., wood, sail	194	Lunenburg (fishing)		Foundered	do
July	Olympia	[illegible]	St. John, N.B.	do	994	Chatham to New York	Near entrance to Str. of Canso	Stranded	Partial loss, 4,000
Oct.	[illegible]	[illegible]	Victoria, B.C.	do	98	Victoria, B.C., to Alton; Behring Sea to Victoria, B.C.	Blind Entrance, Vancouver Island, B.C.	do	Partial loss, 800
Nov. 1898.	[illegible]	[illegible]	Windsor, N.S.	do	194	St. John to Halifax	Sandy Point, N.S.	Vessel went ashore	Total loss, 5,000 Cargo, 1,500
Dec. 1898.	[illegible]	[illegible]	Halifax, N.S.	do	199	Annapolis to St. John, N.B., and Barbados	Bay of Fundy	Vessel springs a leak.	Partial loss, 500
Dec. 1898.	[illegible]	[illegible]	St. John, N.B.	do	199	St. Martins to Boston	Gale's Ledge, Salem, Mass.		do 550
Jan.	[illegible]	[illegible]	Digby, N.S.	Barque, wood, sail	230	Canary Islands to Havana	Florida	Casualty caused by hurricane	Total loss, 15,000
Aug. 1898.	[illegible]	[illegible]	Charlottetown, P.E.I.	Schr., wood, sail	58	Sydney to Charlottetown	Near Cape St. George, N.S.	do do	Partial loss, 150
July	[illegible]	[illegible]	St. John, N.B.	Schr., wood, sail	95	Annapolis, N.S., to American coast	Rockland, Me.	Heavy breeze caused casualty.	Total loss, 500 Cargo, 100
July	[illegible]	[illegible]	[illegible]	Schr., steel, sail	1188	San Francisco to Nanaimo	Entrance to Departure Bay, Gulf of Georgia, B.C.		Partial loss.
Aug.	[illegible]	[illegible]	[illegible], N.S.	Brigantine, wood, sail	300	Quebec to Rockland	Vessel took fire at sea	Supposed to have been set on fire	Total loss, 20,000
Oct.	[illegible]	[illegible]	Windsor, N.S.	Schr., wood, sail	90	Harbourville, N.S., to Boston, U.S.	Port Lorne, Bay of Fundy	Vessel strained in heavy weather	Partial loss, 100 Cargo, 50
Nov.	[illegible]	[illegible]	[illegible]	do	614	San Francisco to Port Gamble	Bonilla Point, B.C.	Stranded	Total loss, 45,000
Nov.	[illegible]	[illegible]	St. John, N.B.	do	16	Round Hill, N.S., to Moncton, N.B.	Cingular Ledge, Annapolis Co., N.S.	do	Total loss, 400 Cargo, 300
Dec.	[illegible]	[illegible]	[illegible], N.S.	[illegible]	496	New York to Hillsboro, N.B.	Old Le Have Harbor, N.S., Bay of Fundy	Dismasted in a storm	Partial loss, 1,200
Dec.	[illegible]	[illegible]	[illegible], N.S.	Barque, wood, [illegible]	1164	[illegible] England	Westerstrom Cape Flattery, Pacific Ocean	Springs a leak	do 400
Dec.	[illegible]	[illegible]	[illegible], N.S.	Schr., wood, [illegible]		[illegible] P.R.	Arecibo Porto Rico	Cable parted in a heavy sea and strong gale.	Total, 1,500

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature and cause of Casualty.	Lives lost.	Remarks.	
1896.		Y'rs									$
Nov. 21	Prudent	8	St. John, N.B.	Schr., wood, sail.	124	New York to St. John, N.B.	Courtney Bay, St. John, N.B.	Vessel caught in a snow and wind storm.	....	Partial loss,	200
1897. May 25	Polar Star	...	Liverpool, N.S.	do ..	75	Halifax to North Sydney, Halifax.	St. Peters Canal, N.S.	Foundered	....	Total loss.	
1896. June 20	Reaburn	3	Richibucto, N.B.	do ..	74	Chatham to New York	Handkerchief Shoal, Vineyard Sound, U.S.A.	.....	...	Partial loss, Cargo,	300 125
Dec. 23	R. C. Borden	2	Parrsboro', N.S.	do ..	385	Windsor to New York	Coast of Maine..	Stranded	....	Partial loss,	1,000
1897. Jan. 26	Ravola	4	Windsor, N.S.	do ..	130	St. John, N.B., to Pensacola, Porto Rico.	Florida Reef	Heavy weather	....	Partial loss.	
Dec. 8	Renfrew	36	Halifax, N.S.	Schr., wood, sail.	42	Halifax, Mahone, Orwell, P.E.I.	East side of entrance to Mahone Harbour.	Stranded	....	Partial loss,	150
July 7	Rex	14	St. John, N.B.	Schr., wood, sail.	....	Quaco, St. John, N.B.	Near Beaver Light, St. John.	Collision	....	do	160
Oct. 7	Susannah R.	14	Parrsboro, N.S	Schr., wood, sail.	43	Wolfville, N.S., Parrsboro.	Wolfville River, N.S.	Stranded	...	do	100
May 23	Strathmuir	11	Maitland, N.S.	Barque, wood, sail.	1178	Hull, New York.	North Atlantic	Gale	....	do	200
Sept. 23	San Jose	45	Victoria, B.C.	Schr., wood, sail.	31	Victoria, B. C., H. N. Unalaska, Vict., B.C	Akun Cove, Akun Island, Alaska.	Stranded	...	Total loss,	4,000
Nov. 5	Storm King	11	Chatham, N.B.	Schr., wood, steam.	73	St. John Harbour.	St. John Harbour	Collision	....	Partial loss,	125
Oct. 13	Salina	10	Quebec	Barque, wood, sail.	926	Philadelphia to Greenland.	Arctic Ocean	Vessel struck by a cyclone.	....	do	500

Oct. 11	Sower	13	Parrsboro, N.S	Schr., sail.	wood,	124	St. John, N.B., American port.	Vineyard Haven, American coast.	Stranded		Partial loss,	2,500
Sept. 17	Swallow	7	Arichat, N.S.	do			Cheticamp, coast trading.	Stranded at Pleasant Bay, N.S.	do		Total loss, Cargo,	1,500 100
	Spinster	4		Schr., steam.	wood,	15	Victoria, B.C., to Sooke, B.C.	Sooke, B.C.	do	1	Total loss,	2,500
May 8 1897.	Samoa	8	Lunenburg, N.S	Schr., sail.	wood,		Halifax, N.S., to North Bay.	On shoal at Eastern passage, White Head Harbour, N.S.	do		Partial loss,	250
Mar. 7	Sierra		Parrsboro, N.S	Schr., sail.	wood.	124		Off Rover Shoal, N.Y.	Foundered		do	3,000
ar. 25	Sapphire	12	(British)	Schr., sail.	wood,	109	Sealing	North Pacific Ocean	Fire		Total loss,	10,000
May 9	Shanandoah	5	Annapolis, N.S	do		198.07	Ponce to New York	East of Sand Pt., Long Island, U.S.A.	Collision		Partial loss,	500
Mar. 2	St. Julien	17	St. John, N.B.	Barque, sail.	wood,	1049	Buenos Ayres to France.	Dunkirk Roads, France	Casualty caused by heavy gales.		do	2,000
May 22 1896.	Three Sisters	25	Boston, U.S	Schr., sail.	wood	287	Coming through falls St. John Harbour, N.B.	Split Rock	Struck Split Rock		Partial loss,	500
Dec. 16	Ulrica	4	Parrsboro, N.S.	Schr., sail.	wood,	298	Hillsboro to Hoboken	Boston Bay	Vessel struck by a snow storm.		Total loss,	1,700
Aug. 9	Vancouver	12	Liverpool	4 masted, steam.	iron,	3,400	Liverpool to Quebec	River St. Lawrence	Collision.		Partial loss.	
Sept. 2 1897.	Varuna	15	Liverpool, N.S.	Bgtn., sail.	wood,	195·12	New York, Hayti, New York.	Crooked Island passage Bahamas.	Stranded		Total loss,	5,000
Jan. 19	Victoria	4	Victoria, B.C.	Schr., sail.	wood,	40	Victoria, B.C. (sealing)	Brown's Point, Vancouver Island, B.C.	Casualty caused by sudden shift of wind.		do Outfit,	3,000 2,500
Feb. 23	Vancouver	9	do	Sloop, steam.	wood,	49·96	Victoria to Comox	Oak Bay, Vancouver, B.C.	Imperfect knowledge of channel by master.		Partial loss,	1,400
May 6	Victoria	12	St. Johns, Nfld.	Schr., sail.	wood,	64	Fortune Bay, Nfld., to Souris, P.E.I.	Port Mulgrave, N.B.	Sprung a leak		do	150
July 7	Vera	7	St. John, N.B.	do		99	St. John to Bristol, R. I.	Narraganset Bay, U.S.	Collision, (fog)		Total loss,	3,000
Aug. 2	William Geake	20		Barque, sail.	wood,	277	London to Barbadoes and Montreal.	Bull Head, Magdalen Islands.	Stranded		do	
Aug. 4	Warner Moore	13	Richmond, U.S.	Schr., sail.	wood,	421	Hillsboro', N.B., to Alexandria, Va.	Split Rock, near Musquash, St John Co, N.B	do		do	500
Aug. 31	Minnie Pierce		St. John's, Nfld.	do		69	North Sydney to Bridgeport, Conn.	Entrance to Arichat Harbour, N.S.	Struck on a rock		do Cargo,	150 100
Sept.	Willapa			Schr., steam.	wood,	333·90	Seattle to Nanaimo	Governor Rock, B.C.	Stranded (fog)		Partial loss,	300
Oct. 10	Wellman Hall	4	Parrsboro', N.S.	Schr., sail.	wood,	136	Sydney, N.S., to Chatham, N.B.	Madam Island Ledge, C.B.	do		do	250

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1897.										
Sept. 7	Walleda	4	Parrsboro', N.S.	Schr., wood, sail.	249	Jeremie to Hayti and Boston.	Mid-ocean	Vessel caught in hurricane.	...	Partial loss, 1,000
Oct. 23	William C. Allan	13	Yarmouth, N.S.	do	12	Meteghan to Cape St. Mary's.	Big Cove, Digby, N.S.	Foundered	...	Total loss, 400
Nov. 15	Wandrian	13	Parrsboro', N.S.	do	310	Shulee, N.S., to New York.	Vineyard Haven, Amr. coast.	Vessel misstayed	...	Partial loss, 147
do 18	Waterside		St. John, N.B.	do	161	Louisburg, C.B., to Halifax, N.S.	Grass Island Point	Stranded	...	Partial.
Mar. 2	W. E. Vroom	7	do	Wood, steam	7	Lying at Dunn's wharf, Grand Bay, King's. Co., N.B.	Dunn's wharf, Grand Bay.	Fire	...	Partial loss.
1896.										
Dec. 30	Warwick	14	Glasgow	Schr., steel, steam.	1594	Glasgow to St. John, N.B.	Off Grand Manan, N.B.	Stranded	...	Total loss, 55,000
1897.										
Jan. 12	W. H. Smith	6	British	Schr., wood, sail.	43	Liverpool to St. Pierre	Coast of Nova Scotia	do	...	do 2,000
do 9	Waterside	7	St. John, N.B.	do	161	Port Medway to Barbadoes.	Atlantic	Casualty caused by a hurricane.	...	Total, 6,000 Cargo, 1,686
Feb. 19	Westmorland	4	Dorchester, N.B.	Barque, wood, sail.	697	St. John to Cork	North Atlantic	Heavy sea caused casualty	...	Partial loss, 150
Mar. 19	Willapa	12	Port Townsend, U.S.A.	Schr., wood, sail.	250	Seattle to Nanaimo and Mary Island.	Coast of British Columbia.	Stranded	...	Total loss, 30,000
May 31	Walter H. Rasin	7	Philadelphia, U.S.A.	do	9	Boston, U. S. A., to Hillsboro', N.B.	Griffin's Head, N.B.	do	...	do 15,000
do 20	Wood Brothers	3	Parrsboro', N.S.	do	68	River Hebert to Parrsboro' N.S.	Bank of River Hebert.	do	...	Partial loss, 150
1896.										
May 23	Willie D.	9	Parroboro' N.S.	Schr., wood, sail.	65	Parrsboro,' N.S., to St. John, N.B.	Off Cape Spencer, St. John, N.B.	Vessel struck by a squall	...	do 800

June	29	Wallula		American.	Wood, steam.	1924	...	Off Bar Point, Canada	Thick weather cause of casualty.	do	2,500
		William Law		Yarmouth, N.S.	Ship, steel, sail	1631	San Francisco to Grimsby.		Vessel caught in heavy gale of wind.	do	
1896.											
Nov.	7	Zina M	26		Schr., wood, sail.	70	St. John to Parrsboro'	Parrsboro' River, N.S.	Collision	do	200
do	23	Zina M	26		do	70	Parrsboro' to St. John	Off Cape Chignecto, Bay Fundy.	Damaged in a gale	do	100

STATEMENT of wrecks and casualties reported as having occurred to Canadian Inland Vessels and to other Vessels in the Inland waters of Canada, during the twelve months ended 30th June, 1897.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. Steam or Sail.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature and cause of Casualty.	Lives lost.	Remarks.
Nov. 5	Acadia	29	Hamilton, Ont.	Cutter, iron & wood, steam	509	Fort William to Montreal.	Lake Superior	Stranded		Total loss, 22,500
Sept. 5, 1897.	Baltic	29	Collingwood, Ont.	Steamer		Laid up at wharf, Collingwood, Ont.		Fire		do
April 27	Bannockburn	1	Montreal, Que.	Schr., steel, steam.	15	Toledo to Kingston	Foot of Lake Ontario	Stranded		Partial loss, 500 Cargo, 1,350
	James Clarke	13	Goderich, Ont.	Screw, wood, steam.		Collingwood to Manitoulin Island.	Lake Huron	Burnt		Total loss, 5,500
	Kakabeka	18	Winnipeg, Man.	Wood, steam	75	Port Arthur to Silver Islet, Lake Superior.	Silver Islet, Lake Superior.	Vessel broke from moorings.		do 6,000
	L. Shickluna		Toronto, Ont.	Wood, steam	303	Toronto to Cleveland	5 miles east Long Point, Ont.	Collision		do 10,000
	Maganettawan	20	Collingwood, Ont.	do	127	Collingwood	Algoma District	Stranded		do 8,000
1896.										
Aug. 12, 1897.	Reliance		Montreal	Steamer	60	South Nation, Que., to Lachine, Que.		Fire		Partial loss.
April 28	Sequin	7	Owen Sound, Ont.	do		Parry Sound	Niagara River	Collision		

SUPPLEMENT

TO THE

THIRTY-FIRST ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND FISHERIES, BEING PARTLY FOR THE FISCAL YEAR ENDED 30TH JUNE, 1898, AND PARTLY FOR THE CALENDAR YEAR 1898.

MARINE

REPORTS

OF THE

HARBOUR COMMISSIONERS

FOR

TORONTO, MONTREAL, QUEBEC, THREE RIVERS, BELLEVILLE, NORTH SYDNEY AND PICTOU

THE PILOTAGE AUTHORITIES

THE HARBOUR AND SHIPPING MASTERS, CERTAIN PORT WARDENS, TOGETHER WITH STATEMENT OF WRECKS AND CASUALTIES

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1898

PRINTED BY ORDER OF PARLIAMENT

OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY

1899

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OTTAWA, October, 1899.

Hon. Sir LOUIS HENRY DAVIES, K.C.M.G.,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith the Supplement to the thirty-first Annual Report of the Marine Branch of the Department of Marine and Fisheries, being for the year 1898, containing a statement of wrecks and casualties, list of certificates granted to masters and mates; the reports of the harbour commissioners of Toronto, Belleville, Montreal, Quebec, Three Rivers and North Sydney; list of harbour masters; reports of harbour masters generally; reports of pilotage commissioners; reports of port wardens, and list of shipping masters.

I have the honour to be, sir,
Your obedient servant,

F. GOURDEAU,
Deputy Minister Marine and Fisheries.

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APPENDIX No. 1.

MERCHANT SHIPPING.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1898, including old and new vessels, sailing vessels, steamers and barges, was 6,643, measuring 693,782 tons register tonnage, being a decrease of 41 vessels and a decrease of 37,972 tons register, as compared with 1897. The number of steamers on the registry books on the same date was 1,909 with a gross tonnage of 267,237 tons. Assuming the average value to be $30 per ton, the value of the registered tonnage of Canada, on the 31st December last, would be $20,813,460.

The number of new vessels built and registered in the Dominion of Canada during the last year was 278, measuring 24,522 tons register tonnage. Estimating the value of the new tonnage at $45 per ton, it gives a total value of $1,103,490 for new vessels.

A statement follows, showing the number of vessels and number of tons on the register books at the different ports of registry in the Dominion, on the 31st December last, along with a comparative statement of the tonnage from 1872 to 1898. A statement is also published of the number of vessels built and registered in the Dominion during the last year, and a comparative statement of the number of new vessels built and registered from 1874 to 1898, both inclusive. A comparative statement is also given of the tonnage of the Maritime States of the world.

The town of Lindsay, in the province of Ontario, and Dawson City in the Yukon, were established ports of registry during the last year.

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, 1898.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Chatham	326	41	1,895	7,219
Dorchester	4	.....	.....	1,514
Moncton	16	1	20	2,591
Richibucto	16	2	79	2,737
Sackville	14	3	65	1,130
St. Andrews	136	7	273	2,839
St. John	391	63	7,526	71,227
Total	903	117	9,858	89,257

STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—*Continued.*

PROVINCE OF NOVA SCOTIA.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Amherst	4	.....	.....	113
Annapolis	53	1	32	5,567
Arichat	125	1	66	5,270
Barrington	45	1	48	1,540
Canso	8	Nil.	Nil.	332
Digby	168	5	229	8,585
Guysboro'	22	Nil.	Nil.	877
Halifax	477	59	9,648	25,129
Liverpool	74	2	137	5,336
Lunenburg	291	7	439	23,936
Maitland	20	Nil.	Nil.	17,412
Parrsboro'	137	2	201	32,000
Pictou	57	20	1,253	9,684
Port Hawkesbury	81	2	43	2,807
Port Medway	21	1	45	2,049
Pugwash	Nil.	Nil.	Nil.	Nil.
Shelburne	109	2	53	6,181
Sydney	100	9	524	4,400
Truro	2	Nil.	Nil.	160
Weymouth	36	1	21	3,091
Windsor	129	13	2,596	74,567
Yarmouth	208	20	4,412	33,140
Total	2,167	146	19,747	262,176

PROVINCE OF QUEBEC.

Amherst (Magdalen Islands)	16	Nil.	Nil.	619
Gaspé	32	1	709	1,858
Montreal	539	186	55,556	87,593
New Carlisle	11	2	45	249
Percé	Nil.	Nil.	Nil.	Nil.
Quebec	780	133	19,039	54,128
Total	1,378	322	75,349	144,447

PROVINCE OF ONTARIO.

Amherstburg	5	2	28	160
Belleville	24	17	622	935
Bowmanville	3	.....	.....	607
Brockville	22	21	475	299
Chatham	29	18	883	1,518
Chippewa	3	2	263	153
Cobourg	4	1	23	311
Collingwood	72	70	7,005	5,205
Cornwall	5	4	221	244
Deseronto	19	13	1,383	1,412
Dunnville	1	1	87	57
Goderich	44	27	762	1,967
Hamilton	45	37	6,371	5,097
Kingston	159	69	10,982	23,484
Napanee	1	.....	.....	122
Oakville	2	.....	.....	126
Ottawa	340	186	14,790	26,002
Owen Sound	35	33	4,991	3,672
Picton	17	8	1,655	2,054

STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—*Concluded.*

PROVINCE OF ONTARIO—*Concluded.*

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Port Arthur	11	11	3,116	2,016
Port Burwell	8	4	44	158
Port Colborne	3	2	92	321
Port Dover	13	6	170	692
Port Hope	56	32	2,706	5,500
Port Rowan	6	2	180	513
Port Stanley	7	7	1,164	739
Prescott	37	16	1,141	6,606
Sarnia	29	21	8,405	7,100
Saugeen	12	12	547	374
Sault Ste. Marie	24	24	1,273	977
St. Catharines	93	53	7,506	13,228
Toronto	236	180	15,336	14,763
Wallaceburg	31	18	1,058	1,945
Whitby	3	.....	.....	514
Windsor	53	27	6,140	5,309
Total	1,452	924	99,419	134,180

PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown	178	21	4,043	15,979

PROVINCE OF BRITISH COLUMBIA.

New Westminster	108	85	10,203	7,502
Vancouver	95	85	15,796	11,250
Victoria	241	129	26,130	21,552
Total	444	299	52,129	40,304

PROVINCE OF MANITOBA.

Winnipeg	121	80	6,692	7,439

SUMMARY.

New Brunswick	903	117	9,858	89,257
Nova Scotia	2,167	146	19,747	262,176
Quebec	1,378	322	75,349	144,447
Ontario	1,452	924	99,419	134,180
P. E. Island	178	21	4,043	15,979
British Columbia	444	299	52,129	40,304
Manitoba	121	80	6,692	7,439
Grand Total	6,643	1,909	267,237	693,782

COMPARATIVE STATEMENT showing the number of Vessels and number of To
the Registry Books of the Dominion of Canada, on the 31st December in
year, from 1874 to 1898, both inclusive.

Provinces.	1874.		1875.		1876.		1877.		1878	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	
New Brunswick	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	
Nova Scotia....	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579	3,003	
Quebec	1,837	218,946	1,831	222,965	1,902	228,502	1,951	248,399	1,676	
Ontario	815	113,008	825	114,990	889	123,947	926	131,761	958	
P. E. Island ...	312	48,388	335	50,677	338	50,692	342	55,547	322	
B. Columbia ...	35	3,611	40	3,685	40	3,809	43	3,479	51	
Manitoba.....	.....	.....	2	178	2	178	6	246	17	
Total	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468	7,469	1,

	1879.		1880.		1881.		1882.		1883	
New Brunswick	1,135	340,491	1,097	336,976	1,087	333,215	1,065	308,980	1,107	
Nova Scotia....	2,975	552,159	2,977	550,448	3,025	558,911	3,026	546,778	3,037	
Quebec	1,975	246,025	1,889	233,341	1,830	224,936	1,754	215,804	1,739	
Ontario..	1,006	136,987	1,042	137,481	1,081	139,998	1,112	137,061	1,133	
P. E. Island ...	298	49,807	288	45,931	273	45,410	248	41,684	241	
B. Columbia ...	60	4,701	63	5,049	74	6,296	84	7,687	94	
Manitoba.....	22	1,924	21	1,992	24	2,130	23	2,783	24	
Total	7,471	1,332,094	7,377	1,311,218	7,394	1,310,896	7,312	1,260,777	7,374	1,

	1884.		1885.		1886.		1887.		1888	
New Brunswick	1,096	308,132	1,060	288,589	1,042	269,224	1,027	255,126	1,009	
Nova Scotia....	2,942	544,048	2,988	541,832	2,929	526,921	2,845	498,878	2,851	
Quebec	1,628	202,842	1,631	203,635	1,650	232,556	1,586	189,064	1,498	
Ontario..	1,184	142,387	1,223	144,487	1,248	140,929	1,275	139,548	1,330	
P. E. Island ...	234	39,213	227	36,040	225	30,658	225	29,031	218	
B. Columbia ...	116	11,403	123	11,834	134	11,900	149	12,789	167	
Manitoba.....	55	5,722	63	5,439	65	5,578	71	5,871	69	
Total	7,254	1,253,747	7,315	1,231,856	7,294	1,217,766	7,178	1,130,247	7,142	1,

	1889.		1890.		1891.		1892.		1893	
New Brunswick	1,013	218,873	981	209,460	969	193,193	946	181,779	1,010	
Nova Scotia....	2,855	464,431	2,793	464,194	2,778	461,758	2,731	425,690	2,715	
Quebec	1,455	168,500	1,399	164,003	1,404	162,330	1,408	162,638	1,426	
Ontario	1,352	141,839	1,312	138,738	1,345	138,914	1,347	141,750	1,370	
P. E. Island ...	224	25,506	231	26,080	195	23,316	196	22,706	188	
B. Columbia ...	176	15,241	196	16,024	246	19,767	298	23,448	315	
Manitoba.. ...	77	6,091	79	6,475	78	6,197	81	6,118	89	
Total	7,153	1,040,481	6,991	1,024,974	7,015	1,005,475	7,007	964,129	7,113	

	1894.		1895.		1896.		1897.		1898	
New Brunswick	1,003	136,257	975	122,417	964	115,506	923	103,584	903	
Nova Scotia....	2,710	371,432	2,683	343,356	2,669	317,526	2,204	283,056	2,167	
Quebec	1,427	160,590	1,454	158,776	1,469	158,649	1,480	158,077	1,378	
Ontario	1,480	148,525	1,508	148,609	1,525	146,522	1,424	135,349	1,452	
P. E. Island ...	191	19,650	190	19,323	174	16,540	174	15,812	178	
B. Columbia ...	336	26,455	346	25,988	363	26,622	364	28,604	444	
Manitoba.....	98	6,715	106	7,307	115	7,934	115	7,272	121	
Total	7,245	869,624	7,262	825,836	7,279	789,299	6,684	731,754	6,643	

'orts at which Vessels may be Registered, showing the number of New ls Built and Registered in the Dominion of Canada during the year ended December, 1898.

of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
INCE OF NEW BRUNSWICK.		
.....	3	101
.....	Nil.	Nil.
.....	Nil.	Nil.
.....	Nil.	Nil.
.....	2	48
s.....	2	34
.....	24	607
l.....	31	790
VINCE OF NOVA SCOTIA.		
.....	Nil.	Nil.
.....	Nil.	Nil.
.....	1	17
.....	Nil.	Nil.
.....	Nil.	Nil.
.....	3	57
.....	Nil.	Nil.
.....	12	274
.....	4	538
.....	13	1,069
.....	1	96
.....	9	1,388
.....	1	29
sbury. ...	Nil.	Nil.
ay	Nil.	Nil.
.....	Nil.	Nil.
.....	5	358
.....	7	191
.....	Nil.	.....
.....	1	68
.....	4	733
.....	6	144
l.	67	4,962
ROVINCE OF QUEBEC.		
Magdalen Is-	Nil.	Nil.
.....	Nil.	Nil.
.....	22	2,461
e.....	Nil.	Nil.
.....	Nil.	Nil.
.....	29	1,678
l	51	4,139
CE OF BRITISH COLUMBIA.		
inster	17	532
.....	26	6,567
.....	29	5,129
l.	72	12,228
OVINCE OF MANITOBA.		
.....	6	159

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
PROVINCE OF ONTARIO.		
Amherstburg.....	.....	.....
Belleville.....	1	6
Bowmanville.....	Nil.	Nil.
Brockville.....	2	95
Chatham.....	Nil.	Nil.
Chippewa.....	Nil.	Nil.
Cobourg.....	Nil.	Nil.
Collingwood	1	11
Cornwall.....	Nil.	Nil.
Cramahe.....	.....	.....
Deseronto.....	.....	.....
Dunnville.....	Nil.	Nil.
Goderich	1	38
Hamilton.....	1	2
Kingston.....	Nil.	Nil.
Lindsay.....	.....	.....
Morrisburg.....	6	152
Napanee	Nil.	Nil.
Oakville.....	Nil.	Nil.
Ottawa.	21	882
Owen Sound.....	3	20
Picton.....	Nil.	Nil.
Port Arthur.....	Nil.	Nil.
Port Burwell	Nil.	Nil.
Port Colborne.....	Nil.	Nil.
Port Dover.....	Nil.	Nil.
Port Hope	Nil.	Nil.
Port Rowan.....	2	22
Port Stanley	Nil.	Nil.
Prescott.....	1	417
Sarnia.....	1	21
Saugeen	Nil.	Nil.
Sault Ste. Marie.....	2	7
St. Catharines.....	1	29
Toronto.....	9	322
Wallaceburg.....	Nil.	Nil.
Whitby.....	Nil.	Nil.
Windsor.....	Nil.	Nil.
Total	46	1,872
PROVINCE OF PRINCE EDWARD ISLAND.		
Charlottetown	5	372
YUKON DISTRICT.		
Dawson City		
SUMMARY.		
New Brunswick	31	790
Nova Scotia	67	4,962
Quebec	51	4,139
Ontario	46	1,872
Prince Edward Island ..	5	372
British Columbia ..	72	12,228
Manitoba	6	159
Yukon District	.....	.....
Total.....	278	24,522

Comparative Statement of New Vessels Built and Registered in the Domi

Provinces.	1874.		1875.		1876.		1877.		187
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.
New Brunswick	90	42,027	65	33,483	61	31,040	54	31,158	56
Nova Scotia	175	84,480	177	67,106	194	58,771	219	47,980	166
Quebec	73	20,796	103	22,825	51	17,800	62	19,253	46
Ontario	50	10,797	53	7,760	47	5,397	28	3,316	30
Prince Edward Island	88	24.634	83	19,838	62	14,571	62	17,026	38
British Columbia	5	276	....	.....	1	121	2	204	2
Manitoba	....	.....	....	.....	....	.....	3	48	1
	490	183,010	480	151,012	416	127,700	430	118,985	339
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	6	7,746	.. .	.....	3	2,721	2	1,943	1
Add new vessels which left Quebec for registration in Germany	....	.....	....	.....	1	480	....	.....	....
Total	496	190,756	480	151,012	420	130,901	432	120,928	340

Provinces.	1886.		1887.		1888.		1889.		189
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.
New Brunswick	34	4,931	18	2,909	32	2,530	50	4,792	35
Nova Scotia	93	20,948	87	12,310	116	12,965	126	19,645	150
Quebec	27	2,683	28	2,888	23	2,669	27	3,759	25
Ontario	52	2,075	66	2,993	62	5,095	45	3,259	41
Prince Edward Island	12	1,318	7	601	12	1,412	12	1,503	12
British Columbia	8	154	9	376	18	448	12	840	15
Manitoba	3	98	8	439	1	11	8	548	7
	229	32,207	224	22,516	264	25,130	280	34,346	285
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	....	.....	....	.....	....	.....	....	.....	....
Add new vessels which left Quebec for registration in Germany	....	.....	....	.....	....	.....	....	.....	....
Total	229	32,207	224	22,516	264	25,130	280	34,346	285

of Canada, the 31st December, in each year, from 1874 to 1898, both inclusive.

1879.		1880.		1881.		1882.		1883.		1884.		1885.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	19,067	63	18,896	57	18,259	66	16,820	72	21,103	46	12,888	34	7,736
126	39,208	126	31,257	150	40,465	117	26,711	202	35,765	178	42,032	102	24,703
29	7,421	33	8,219	56	5,673	26	6,785	42	6,594	32	3,815	29	4,556
42	2,464	44	3,610	54	5,111	55	4,369	34	4,311	58	4,446	45	4,509
20	5,279	21	3,359	15	4,351	15	3,508	17	5,343	21	5,189	11	1,707
5	788	....	.....	2	85	8	1,631	5	849	15	675	6	648
....	.... ..	1	100	3	116	1	289	2	125	37	3,366	13	320
265	74,227	271	65,441	336	74,060	288	60,113	374	74,090	387	72,411	240	43,179
....	.....	....	.....	....	.....	1	1,029	....	.....	....	.....	....	.....
....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
265	74,227	271	65,441	336	74,060	289	61,142	374	74,090	387	72,411	240	43,179

1891.		1892.		1893.		1894.		1895.		1896.		1897.		1898.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	6,269	21	1,873	119	2,819	40	2,534	27	714	24	627	33	1,738	31	790
130	35,528	105	16,446	111	15,089	128	8,721	89	4,762	97	7,704	54	4,259	67	4,962
46	4,200	34	2,620	53	4,220	55	4,412	49	4,335	36	3,969	49	4,227	51	4,139
44	2,662	34	3,684	49	4,126	64	3,137	52	3,732	38	1,757	50	3,850	46	1,872
5	1,000	9	967	3	634	3	183	1	196	3	111	3	226	5	372
41	2,364	46	2,887	19	944	25	1,900	18	1,709	22	1,466	26	2,429	72	12,228
3	122	6	296	8	608	11	356	14	822	7	512	16	365	6	159
312	52,145	255	28,773	362	28,440	326	21,243	250	16,270	227	16,146	231	17,094	278	24,522
....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....
312	52,145	255	28,773	362	28,440	326	21,243	250	16,270	227	16,146	231	17,094	278	24,522

STATEMENT showing the Tonnage of each of the Maritime States of the World, compiled from the Répertoire Général for 1898-99.

Nationality.	Steamers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Tonnage of Sailing Vessels.	Total Net Tonnage.
British, including Canada and the Colonies	7,654	11,310,419	6,845,245	8,220	2,914,798	9,760,043
American	534	815,634	548,894	3,762	1,288,835	1,837,729
German	1,095	1,658,148	1,029,132	1,208	543,533	1,572,665
Norwegian	734	640,347	399,797	2,617	1,146,025	1,545,822
French	754	984,576	511,917	1,614	289,247	801,164
Italian	275	423,592	266,644	1,609	464,309	730,953
Canadian (693,782)	.....	.....	.....	.....	.....	.....
Russian	453	367,710	217,487	2,415	459,053	676,540
Spanish	436	532,083	341,951	1,145	164,504	506,455
Swedish	589	328,624	226,715	1,568	275,842	502,557
Dutch	251	366,279	252,395	546	121,316	373,711
Danish	338	346,669	219,154	899	144,829	363,983
Grecian	118	141,934	87,845	1,152	238,196	326,041
Japanese	464	450,198	293,597	255	31,192	324,789
Turkish	87	73,565	46,498	1,349	252,947	299,445
Austrian	192	302,745	185,236	161	45,196	230,432
Brazilian	229	146,290	94,262	344	68,000	162,262
Chilian	48	51,677	32,258	155	68,416	100,674
Belgian	127	135,709	94,449	13	2,906	97,355
Portuguese	47	56,783	35,383	239	42,452	77,835
Argentine	86	51,315	31,976	157	39,695	71,671
Hawaiian	24	23,729	15,640	28	19,508	35,148
Peruvian	4	5,128	3,443	63	26,752	30,195
Chinese	44	57,194	25,940	12	1,618	27,558
Uruguay	23	11,727	7,654	56	13,697	21,351
Roumanian	22	20,591	12,752	24	4,628	17,380
Egyptian	20	22,454	13,595	.....	.....	13,595
Mexican	17	7,048	4,091	51	9,317	13,408
Nicaragua	1	175	112	20	10,528	10,640
Guatemala	.....	.....	.....	14	5,912	5,912
Siamese	4	1,143	658	14	4,580	5,238
Venezuelan	11	4,065	2,185	17	2,760	4,945
Arabian	.....	.....	.....	5	4,074	4,074
Haytian	6	2,132	884	14	2,471	3,355
Montenegrian	1	50	26	16	3,194	3,220
Colombian	1	881	457	7	1,770	2,227
Zanzibar	3	3,860	1,879	.....	.....	1,879
Persian	1	838	579	2	1,232	1,811
Bolivian	.....	.....	.....	2	1,527	1,527
Bulgarian	2	1,977	1,295	.....	.....	1,295
San Domingo	.....	.....	.....	8	1,235	1,235
Corean	3	1,640	1,168	.....	.....	1,168
Costa Rica	3	1,120	600	2	551	1,151
Sarawak	2	966	595	1	347	942
Liberian	.....	.....	.....	3	916	916
Ecuador	.....	.....	.....	2	643	643
Tunisian	1	75	11	3	575	586
San Salvador	.....	.....	.....	3	454	454
Borneo	1	263	235	.....	.....	235
Paraguay	1	282	232	.....	.....	232
Servian	1	264	112	.....	.....	112
Honduras	1	155	95	.....	.....	95
Unknown	17	18,486	11,403	49	12,033	23,436
Total	14,725	19,379,361	11,866,476	29,844	8,731,613	20,598,089

F. GOURDEAU.
Deputy Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 1899.

APPENDIX No. 2.

REPORT OF THE MONTREAL HARBOUR COMMISSIONERS FOR THE YEAR ENDED 31ST DECEMBER, 1898.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE,
MONTREAL, 28th March, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Ont.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith, for the information of the Honourable the Minister of Marine and Fisheries, a summarized statement of operations of the Trust for the year ended 31st December, 1898.

The net ordinary revenue was $296,593.42 against $255,416.86 in the previous year, an increase of $41,176.56, or a little over 16 per cent. Of this increase about two-thirds came from exports, while the total revenue from exports was about 50 per cent larger than that from imports. The cost of management, maintenance and repairs, apart from expenditure on capital account, was $93,789.10, while the interest and annuity (of $600) were $148,215.38. The difference as between ordinary revenue and ordinary expenditure was $54,588.94, against which there was interest accrued at 31st December and payable on 5th January last of $49,085.

The expenditure on capital account for the year was $119,752.36, against which $8,000 was received from the sale of the Commissioners' No. 4 dredge and $750 for the charter of their blasting boat.

The sum of $110 000 was received from the Dominion of Canada under the Act 59 Vic., chap. 10, to enable the Commissioners to continue several new works in the harbour, namely :—Wharf construction at Hochelaga, Longue Pointe and the Island wharf, deepening of the harbour and channel through it, and extension of the Harbour Railway.

On the 13th June an Act to grant further aid to the Harbour Commissioners of Montreal (61 Vic., chap. 47,) was assented to, which authorized the Governor in Council to advance an additional $2,000,000 in consequence of which the Dominion of Canada has now to furnish the Commissioners for harbour improvements with the sum of $2,700,000 while the money payable by the city towards the joint works amounts to about $650,000. The total bonded debt of the harbour at the end of the year was $ 1,522,000, on which the average rate of interest is about $4\frac{1}{8}$ per cent.

The usual reports for the past year of the harbour master and the chief engineer on the works for the improvement and maintenance of the harbour are transmitted herewith. From the figures of the harbour master's report it appears that the traffic which passed through the harbour last season was the largest in its history.

I have the honour to be, sir,
Your obedient servant,

ALEXANDER ROBERTSON,
Secretary.

HARBOUR COMMISSIONERS OF MONTREAL.

SUMMARIZED Statement of Operations for the Year ended 31st December, 1898.

BALANCE AND RECEIPTS.			Revenue.	Capital.
			$ cts.	$ cts.
Balance from 1897		$ 28,455 15		
Held for Montreal Decayed Pilots' Fund, in trust—				
Harbour debentures and city stock	$ 51,000 00			
Cash in bank and on hand	1,878 43			
		52,878 43		
			.....	81,333 58
Receipts during 1898:—				
Collector of Customs, Montreal—				
Wharfage dues on imports		$101,595 44		
" exports		155,362 54		
			256,957 98	
Wharfinger, local traffic			27,892 99	
Wharfage dues not paid at Custom-house in 1897 and collected after audit			287 03	
Rental of harbour, tracks and properties			11,598 44	
Cash suspense account			8 08	
For credit of the following accounts—				
Harbour dredging fleet, rent of dredges, scows, &c			2,943 04	
Drilling and blasting, rent of drill boat			862 90	
Harbour repairs, sale of old materials, &c			271 83	
From sundry, refund of disbursements made			1,688 77	
Harbour plant, sale of dredge, &c			.....	8,750 00
Refund of deposit, Department of Marine and Fisheries			.....	600 00
From sundry, for work done at Sec. 27			.....	275 90
Guard pier construction—				
City of Montreal's proportion for work done in 1898	$2,790 87			
Old material sold	30 87			
			.....	2,821 74
Interest charged to City of Montreal				1,450 18

DISBURSEMENTS AND BALANCE.		Revenue.	Capital.
		$ cts.	$ cts.
Refunds of wharfage dues		151 10	
Administrative staff, salaries and fees		19,479 88	
Miscellaneous expenses, taxes, heating, printing, advertising, travelling, legal, notarial and other expenses		8,359 24	
Electric lighting of harbour		4,081 70	
Accident account, premium for legal liability insurance, &c		1,078 80	
Accounts receivable, written off as lost		469 81	
Harbour dredging fleet (see *contra* for credit)		2,943 04	
Drilling and blasting " "		862 90	
Sundry, disbursed and refunded (see *contra* for credit)		1,593 77	
Harbour repairs and maintenance of wharfs, soundings, surveys, &c		60,686 50	
Annuity		600 00	
Interest and exchange		147,615 38	
Deposit as security, Department of Marine and Fisheries (see *contra* for credit)		.....	600 00
Harbour of Montreal, establishing boundary, &c		.....	1,665 51
Windmill Point, wharf and basin, dredging, macadamizing, &c		.....	11,167 35
Guard pier construction (see *contra* for credit)		.....	32,904 76
Harbour dredging		.....	10,505 21
Dry dock, test borings and dredging at proposed sites		.....	5,468 06
Hochelaga construction, deepening basin, section 44		.....	427 69
Harbour enlargement		.....	41,503 61
Deep water berth, section 27		.....	14,603 44
Western wharf at Longue Point		.....	1,384 17
Ship channel in harbour		.....	1,943 64
Harbour plant		.....	1,276 56
Security deposits, repaid to depositor		.....	166 40
Pilotage expenses		.....	1,720 87
Montreal Decayed Pilots' Fund—			
Pensions to old pilots and widows	$5,447 84		

Dominion of Canada, under the Act 59 Vic., Ch. 10.			110,000 00	Deposit in Montreal City and District Savings Bank for account Montreal District Pilots' Fund ...			48 83
Pilotage expenses, 2 p.c. of pilotage dues, &c.	$1,684 55			Disbursements on capital account			130,873 01
" license fee from pilots	40 00		1,724 55	" revenue account			247,922 12
Montreal Decayed Pilot's Fund, for account of, 5 per cent of all pilotage dues	$3,963 83			Total disbursements			378,795 13
Interest on invested funds	2,312 39		6,276 22	*Balance, 31st December, 1898 :—*			
				Cash on hand	$ 298 94		
				Bank of Montreal current account	75,349 18		
				Bank of Montreal coupon account	200 00		
						$ 75,848 12	
				Sundry accounts receivable		11,451 11	
				Value of materials in stock		29,929 25	
				Discount on debentures "H" & "J".		22,049 03	
						$139,277 51	
				LESS—Interest accrued and coupons outstanding 31st December		50,353 43	
						$ 88,924 08	
				Montreal Decayed Pilots' Fund, in trust—			
				Harbour debentures and city stock	$51,000 00		
				Deposit in City and District Savings Bank	2,667 74		
						53,667 74	
Receipts on Capital Account			218,875 89				
Receipts on Revenue Account			302,511 06				142,591 82
			521,386 95				521,386 95

Verified.

RIDDLE & COMMON,
Auditors.

MONTREAL, 14th March, 1899.

ALEXANDER ROBERTSON,
Secretary.

MONTREAL, 8th March, 1899.

REPORT OF THE WORKS FOR THE IMPROVEMENT AND MAINTENANCE OF THE HARBOUR OF MONTREAL FOR THE YEAR 1898.

JOHN KENNEDY, M. INST. C. E., CHIEF ENGINEER.

HARBOUR COMMISSIONERS OF MONTREAL,
CHIEF ENGINEER'S OFFICE,
MONTREAL, 28th January, 1899.

ALEXANDER ROBERTSON, Esq.,
Secretary, Harbour Commissioners of Montreal.

DEAR SIR,—I beg to submit, for the information of the Board of Harbour Commissioners, the following report upon the works in the harbour of Montreal, for the year ended 31st December, 1898.

NEW WORKS.

The principal new works of the year are:—The commencement of the construction of the first pier of the harbour enlargement plan; the extension of the guard pier to the abutment of the Victoria bridge, and its connection therewith; the closing of the gap in the guard pier left for construction purposes; the deepening of Windmill Point basin so far as open, to 28 feet 4 inches ordinary low water; the widening of the ship channel from the entrance of the Lachine Canal and Victoria pier; the cutting away of several shoal places between the ship channel and the wharfs at Hochelaga, and the substitution of 220 lineal feet of deep water wharf in section 27, at Papineau Avenue, for the former shallow water wharf.

The principal details are as follows:—

Section 5 *to* 10, *Windmill Point.*—The embankment on the outer or south-eastern side of the basin was extended down stream, by the levelling down of a pile of about 600 cubic yards of rock spoil bank, and by about 34,481 cubic yards of earth and other filling stuff sent in from city excavations, etc. The raceway which empties into the head of the basin from Mr. W. W. Ogilvie's royal mills, and that which empties in at the south-west corner of the basin, section 5, from Messrs. Peck, Benny & Co.'s mills, which were hitherto partly open, were covered over to the limits of the harbour property, and the roadway made good over them. Expenditure on wharf work, $906.64; filling and back filling, $1,029,81. Total $1,936.45.

The Windmill Point, which is dredged out to its full width where wharved on both sides at the upper end, and to 150 feet, or half its width, in the remainder, was last summer cleared out by the removal of much loose rock and debris, to a clear depth of 28 ft. 4 in., at ordinary low water, which is equivalent to 25 feet depth at extreme low water of 13 feet on the lower old lock sill. Expenditure on dredging and blasting, $6,664.52. There was also expended on dredging and depositing chargeable to other works where the material was deposited, $3,447.18.

Section 11.—The deepening and widening of the approach to the Windmill Point basin was continued last summer. Cost, $2,566.38. Part cost of dredging and depositing chargeable to other works, where the material was used, $1,195.99.

Sections 13 *and* 14.—Parts of the basin between the wharfs and the main channel were deepened to compensate for the lowering of the water in the upper part of the harbour during recent years. Expenditure, $2 852.52. Part cost of dredging and depositing chargeable to other works where the material was deposited, $447.78.

Section 27.—The length of deep water wharf between the Canadian Pacific Railway elevator, section 22, and the lower end of the wharf, section 26, was such that when divided up into ships' lengths a half length was left at the lower end

which could not be advantageously utilized. It was, therefore, ordered by the board that the deep water wharf be lengthened about 200 feet down stream, thus abolishing the same length of adjoining 10 feet water wharf, and the work was carried out during the summer. At the filling up of the basin in section 26 in 1893, and continuing the deep water wharf in front of its site, the line of new wharf was made to project 33 feet further out into the river than the 10 feet water wharf at the lower end of the basin, so as to more easily permit of future extension, and at the same time give greater breadth of wharf; and in making the extension last summer it was so built. The bottom was found to be quicksand, which the strong current scoured out both in the site of the new cribwork and from beneath and behind the old, notwithstanding that a row of piling had been driven along in front of the old cribwork to retain it and its filling.

The head of the Molson shoal was dredged off between the new extension and the ship channel so as to give safe, roomy access for ships.

The extension of the wharf is of the usual cribwork, founded at 30 feet depth below the lowest water of 13 feet on the old lock sill, and carried to 12½ feet above. The length added is 220 feet and the average breadth 37½ feet, making 8,250 square feet additional area of wharf. The Papineau Avenue sewer and some drains and intake pipes of private properties were carried through the wharf. Work was commenced at the end of June, and the new wharf put into use early in October. Cost of wharf and filling $14,333.54; cost of dredging, $3,253.78; total, $17,587.32. Portion of dredging charged to guard pier, $2,496.26.

Harbour Enlargement Works.—Negotiations as to plans and finances for harbour enlargement works, which have been carried on between the Government of Canada and the Harbour Commissioners at intervals since June, 1888, were brought to a close by the sanction of the Minister of Public Works, on 12th July last, to the carrying out of what is known as Plan 12 A 2, which provides for the abolition of the present wharfs between the entrance of the Lachine Canal and the Victoria pier, Sec. 20, and the construction in their place of three high-level piers of 300 feet in width by 825 feet to 1,000 feet in length, with shore wharfs of 210 feet in breadth, and also provides for the widening of Commissioners and Common streets to widths of 80 to 100 feet, and the placing of a wall between the street and the wharfs for the protection of the city from floods. The back, or city side, of the new shore wharfs will be at such height as to join the streets directly, without ramps, and the height of the edges of the wharf, both of shore wharfs and piers, will be:—

	Ft.	Ins.
Height of edge of wharf at ship above lowest recorded water during navigation (the lowest record is 13 ft. 2 in. above old lock sill 28th October, 1895).....	23	4
Do above highest recorded water during navigation (28 ft. 4 ins. on o.l.s. 15th May, 1876).....	6	10
Do above average water during navigation season of ocean vessels of last 25 years (18 ft. 9 ins. on o.l.s.	16	9
Do below highest recorded flood from ice-jams (44 ft. 4 ins. on o.l.s. 17th April, 1886).....	8	10
Do above average of high water from spring and fall ice-jams of last 25 years (34 ft. 6 ins. on o.l.s.)...	1	
Do above Harbour datum	116·50	
Do above lock sill, that is, lower sill of old lower lock of Lachine Canal	35	6

No definite agreement has been made between the Harbour Commission and the city of Montreal as to the work to be done, or the proportion of cost to be borne by each body in widening the streets, building flood protection wall, raising the wharfs, altering sewer outlets, &c., but sufficient understanding was arrived at to enable the commissioners to pass an order on 6th September last for the construc-

tion of the pier opposite Jacques Cartier square, sec. 17 and 18, and work incident thereto; the new pier to be of cribwork outside and solid earth filling inside, and to be built by the commissioners' staff and plant.

The preparatory work of altering wharfs to suit river boats which had to be moved in order to vacate the site of the new pier, was commenced on 10th September, and timber for the new construction of 450 lineal feet of cribwork, which was as much as could probably be put in place by the close of navigation, was contracted for on 10th September. Construction of the new cribwork was commenced on 22nd September, and dredging for its site was commenced on 1st October, immediately after removal of the river boats. The first crib, 151 feet in length, was sunk in place on 21st October, and by 4th November two others, making 153 feet in length in all, were in place, after which all were built up to 97·00 feet above datum, a level where work can be resumed in spring. The first or inshore crib is founded at 30 feet and the other two at 31 feet below extreme low water of 13 feet on the old lock sill. The front compartment of cribs, 9 feet in breadth, are filled to a height of 8 feet from the bottom with rock or stony filling, and the remainder with ordinary dredgings, chiefly consisting of fine silt, and the timber face of the cribs is made with tight joints to retain such filling. The cribwork was also fully backed up with dredgings and stuff sent in from the city before the close of navigation. Three more cribs of an aggregate length of 497 feet have been built up to heights of 7 feet to 12 feet, so as to expedite the continuation of the work next spring. Contracts have been made for the supply of the timber required for finishing the pier at Jacques Cartier square, and 450 feet of shore wharf in addition, and also for 1,500 feet length of wharf below the Current St. Mary.

The greater part of the dredging on the site of the cribwork of the new pier has been done, and considerable progress has been made in widening the ship channel so as to give passage for ships past the end of the pier when built.

Expenditure on cribwork, $24,188; on dredging and on filling and back filling of cribwork, $16,494.90; total, $40,682.90.

Sections 34 *to* 40.—Some shoal spots between the wharfs and the ship channel were dredged out. Cost, $4,398.91. Part cost of dredging and depositing, chargeable to the works where the material was used, $93.31.

Sections 48 *to* 55.—Previous to the time that the new pier of the harbour enlargement works was ready to receive filling, there was a large surplus of dredgings which was mainly disposed of by depositing it by the floating derricks on the beach at Maisonneuve in such a way as to be available for future extensions of the wharfs. Quantity deposited during the summer 87,939 cubic yards. No charge for the dredged material has been made against the places of deposit.

Sections 73 *and* 74, *Longue Pointe.*—In 1897 the upper or western wharf was entirely rebuilt in deeper water, but the roadway approach from Leonard street was not finished. In the spring of 1898 the roadway was graded and macadamized; a railway track, the property of the commissioners, was laid across the wharf and commissioners' property to connect with an electric railway track belonging to the Sisters of Providence, and the wharf in general was completed. Expenditure in 1897, exclusive of purchase of old wharf, $5,502.10; expenditure in 1898, $1,384.17. Total cost of new wharf, $6,886.27.

Surplus dredgings to the extent of 6,068 cubic yards were deposited along shore above the western wharf in such position as to be available for future wharf extensions. No charge for the dredged material has been made against the place.

Guard Pier.—Authority was given by the board in June last for completing the guard pier and building culverts to pass water through it near the Victoria bridge. Work was commenced on 16th June and continued until the close of the working season. A group of four culverts, each 10 feet wide and 5 feet high, were built of concrete across the site of the pier, that is so as to be beneath it when finished, and the embankment of the pier was then continued to the abutment of the Victoria bridge, and connected with it. The rounding off of the top of the embankment and finishing it to full height was then commenced at the bridge abutment and continued down stream, the derrick working backward to a distance of 385 feet from *the bridge,* where it was stopped for the season.

The gap in the pier, at the trestle, which was left for convenience of construction, was then closed by filling on the side next the river to about the height of the trestle, and with the completion of this all work was stopped for the season. The quantities and kinds of stuff placed in the pier during 1898 were:—

	Cubic Yards.
Dredged from Windmill Point basin, sections 5 to 10, shale and trap rock and hard-pan	14,190
Dredged from approach to Windmill Point basin, section 11, shale and trap and hard-pan	7,888
Dredged from basin section 15, ashes, &c	750
" berths, sections 23 and 24, stones, &c	2,118
" Molson shoal, section 27, sand, stones, &c	35,603
" from ship channel in harbour, sand and stones	3,038
From wharf and steamship, earth, &c	2,108
Dredged from Island shoal, silt, gravel and stones	102,576
Total cubic yards, scow and box measurement	168,271

The expenditures upon the guard pier, including the four culverts ($8,527.36), the erection and taking down of trestle work and the fitting out and laying up of the working plant were:

Expended to end of 1897	$ 306,045 68
Expended in 1898	32,873 89
Total to end of 1898	$ 338,919 57
Less:—	
Proportion paid by the city for work to end of 1897	$ 70,483 44
Proportion payable for 1898	2,790 87
Total payable by the city to end of 1898	$ 73,274 31
Balance, being net expenditure on the part of the Harbour Commissioners to end of 1898	$ 265,645 26

Proposed Dry Dock—Borings were made during autumn for testing the character of the ground in several proposed sites for a dry dock on shore, and a proposed site in the river was tested by dredging. The sites tested are:—Lot cadastral No. 22, north of Nicolet street; lots 3 and 5, village of Hochelaga; and lots 8, 9, 34 and 35, 325 and 326, 331 and 396, Longue Point, and the shoal in the bay opposite lots 8 and 9. Plans showing the results of the testing have been made and filed in the harbour offices.

REPAIRS.

The total cost of maintenance and repairs of the harbour in 1898 was $58,847.35 which is considerably higher than in the preceding year, but about equal to the average of the ten years previous to 1897, as will be seen from the following table:

1875	$16,499	1887	$64,984
1876	35,711	1888	49,520
1877	26,077	1889	51,592
1878	18,974	1890	56,380
1879	18,819	1891	49,109
1880	17,330	1892	72,175
1881	16,159	1893	58,644
1882	27,962	1894	75,455
1883	35,768	1895	50,081
1884	44,869	1896	55,211
1885	42,158	1897	46,259
1886	64,989	1898	58,847

The first movement in the breaking up of the winter ice in the harbour took place in the lower part of the Laprairie basin on 18th March; heavy general shoving, accompanied by a rise of water to a maximum of 41 feet 1 inch over the lock sill at the entrance of the canal, followed at 1 a.m. of the 20th. At the same time the field of ice within the guard pier was moved and cracked in pieces opposite Sec. 12 and 13, where the harbour dredging fleet was wintered; the movement was about 75 feet and the direction up stream and slightly offshore. The water continued high until the 23rd, when the lower ice began to give way and the water fell. On the 27th March the main channel of the river opposite the city was clear of ice, and the water had fallen below the level of the wharfs.

The maximum height of 41 feet 1 inch, to which the water rose opposite the central part of the city, was 2 feet 7 inches above the top of the revetment wall, and the city was therefore saved from a most serious flood by the protection from ice and water given by the guard pier and the dyke.

On the 28th the ice inside the guard pier was so far weakened and gone as to allow the Commissioners' tug "Aberdeen" to move out and proceed nearly to Longue Pointe.

The shoving of the ice from about sec. 40, at the Hochelega cotton mills, to two miles below, was unusually heavy, the heaviest since 1886, and the consequent rise of water in the upper part of the harbour was above the average. Large quantities of ice were left lodged on the wharfs at nearly all points not protected by the guard pier, and unusually large fields were left upon the shoals on the north side of the river from Nicolet St., sec., 46, to sec. 56 at the lower side of the bay at Grece's bridge and along shore from that to near Longue Pointe. Large thick fields were also left on the shoals on the north side of the Boucherville Islands from opposite Longue Point to L'Ilet south-west and high piles along the south shore from that to the Longueuil wharfs. Heavy shoves occurred outside the guard pier, and piles of ice were left lodged on the outer slope from the middle of its length to the lower end.

In consequence of the unusually heavy shoving of the ice and the high level to which the river rose, very large quantities of ice were left lodged upon nearly all the wharfs not protected by the guard pier. The following are rough measurements of the quantities at the different places:—

Section 18.—Jacques Cartier pier, outer end, 80 feet by 60 feet by 4 feet to 6 feet thick, average 5 feet thick; 888 cubic yards.

Section 19.—Bonsecours Pier, outer, end, 20 feet by 30 feet by 2 feet to 6 feet, average 4 feet thick; 89 cubic yards.

Section 20.—Victoria pier. The greater part of the downstream end of the pier was covered by a mass 600 feet by 130 feet by 8 feet average depth; 23,111 cubic yards. A large pile was left lodged on the down stream end, evidently part of the corporation dump, measuring 110 feet by 75 feet by 18 feet average thickness; 5,550 cubic yards, and on the upstream end three small piles each about 10 feet by 10 feet by 6 feet average thickness; 66 cubic yards. Total on Victoria pier 28,677 cubic yards.

Sections 21 *to* 26.—From the upper Canadian Pacific elevator to Papineau Avenue; 2,800 feet by 150 feet average width by 8 feet average thickness; 124,444 cubic yards.

Sections 28 *to* 29.—700 feet by 100 feet average width by 5 feet average thickness, 12,626 cubic yards.

Sections 33 *to* 36.—Longueuil ferry to coal towers: 1,600 feet by 80 feet average width by 5 feet average thickness; 23,703 cubic yards.

Sections 36 *to* 40.—Coal towers to Hochelaga cotton mill: 2,200 feet by 120 feet average width by 8 feet average thickness; 78,222 cubic yards.

Sections 40 *to* 43.—Cotton mill to new pier: 1,450 feet by 190 feet average width by 4 feet average thickness; 40,814 cubic yards.

Section 43.—New pier: 200 feet by 180 feet by 4 feet average thickness; 5,333 cubic yards.

Section 46.—The pier was left clear of ice, but the shore wharf had a considerable quantity left upon it; 400 feet by 200 feet by 3 feet average thickness; 8,888 cubic yards.

Total ice left upon the wharfs about 377,360 cubic yards.

The clearing away of the ice from the berths which were most urgently needed for river boats was commenced by the Commissioners' men on the 30th of March. By the 31st the berth of the Longueuil ferry boat was cleared and occupied by the steamer, and by the 4th of April several other berths were ready for other river boats which arrived that day from winter quarters. By the 12th the sites of the steamship sheds above Victoria pier, those on the shore wharf inside the Victoria pier, and on the greater part of the Victoria pier itself, had been cleared of ice, and by the 26th the sites of all other sheds and places urgently needed had been cleared. The force of men clearing ice off the wharfs, beginning with 30 on 30th March, was increased to 90 by 2nd April, to 300 on the 8th, and continued at 300 to 418 until the 23rd, after which it was gradually reduced until the 26th, and then stopped. Three of the floating derricks of the dredging fleet were also used in clearing the ice off the wharfs, working an aggregate time equal to 28 days of a single derrick.

Cost of ice clearing: Men's wages $5,415.75, derricks' work $672.00, total $6,087.75.

On the clearing away of the ice it was found that the surface of the wharf over the raceway near Black's bridge, in section 8, had been washed out in several places, a portion of the cribwork of the outer face of the Island wharf had sunk at the back, the downstream outer corner of Victoria pier was badly broken to below the water line, 170 feet of the top of the wharf in sections 30 and 31 was carried away from three to five courses from the top and 500 lineal feet of the top of the wharf at the coal towers, in sections 35 and 36, was forced back and badly broken.

The following are the principal items of repair work:

Section 5, *Windmill Point.*—The roadway top of the new wharf, on the south-east side of the basin, was damaged by ice and the strong current of water at flood time. Repairs were made by re-surfacing, building and rolling.

Section 7, *Windmill Point.*—A stratum of hard silt, which overlies the shale rock, and upon which the cribwork wharf is founded, was found to have been scoured out from beneath the front of the wharf to the extent of about 110 feet in length and 1 foot to 4 feet in depth. Repairs were made by underpinning the cribwork with concrete in bags, placed by a diver, and by tying back the upper part of the cribwork to firm ground with eleven anchor bolts of 1½ inches in diameter and 50 feet long placed 8 feet apart.

Section 9, *Windmill Point.*—Advantage was taken of the emptying of the Lachine Canal in spring to make needed repairs to the raceway from the waste gates of the canal at Black's bridge. Twenty-six new posts were put in and repairs made to the sills, caps and timber covering principally at the head end. The stone covering was relaid and strengthened.

Section 15, *Island Wharf.*—About 150 feet of the back of the old cribwork behind the face piling, at the south-eastern face (Elder, Dempster & Co's Bristol Line berth), had become sunken and the filling of the cribs settled down. An examination by diver showed that the piles were secure, but that the deepening of the ships' berth had undermined the cribwork and allowed the filling to settle. The top of the cribwork was built up to proper level and the settlement of the filling made up with shale rock dredgings.

A dredge worked one day in the basin clearing out a deposit of ashes, etc; quantity dredged 750 cubic yards.

Section 20, *Victoria Pier.*—The outer downstream corner of the pier was badly damaged by the ice shoves of last spring. Repairs were made by rebuilding the superstructure of the cribwork 85 feet in length on the outer face and 50 feet on the lower face, and to an extreme depth of 10 feet.

Sections 21 *and* 22.—Heavy repairs were made to the top planking and coping of 119 linear feet of the wharf.

Sections 23 *and* 24.—Heavy repairs were made to the top planking and coping, some new ties put in, and filling made in several places of about 700 linear feet of wharf.

At several places subsidences took place in the backfilling of the cribwork wharf in the upper part of section 24, under the Donaldson line shed, and the cribwork yielded forward slightly. Repairs were made by putting in seventeen tie bolts of 1½ diameter and 48 to 60 feet long, to tie back the cribwork to the solid ground, after which the settlements were filled up.

A length of 560 feet of roadway between the Canadian Pacific Railway retaining wall and the nearest railway track, which was very low, was raised to proper height and macadamized anew.

A dredge was employed for a few days in clearing out the ships' berths; quantity dredged 2,193 cubic yards, sand and stones.

Section 29.—A length of 80 feet of the top of the wharf, which was lifted and damaged by ice shoves, was rebuilt partly with the old timber, but mainly with new timber and planks.

Section 30.—The top of the timber wharf, 172 feet in length and 3 to 5 feet in depth, which was carried away by ice shoves, was rebuilt.

Sections 33 *and* 34.—A large part of the top planking of the wharf was renewed.

Sections 35 *and* 36.—About 500 feet in length of the top of the cribwork wharf by two to four feet in depth was torn up and forced back about four feet, carrying the railway and coal tower tracks with it. Repairs were made as quickly as possible after the lowering of the river by rebuilding the cribwork very strongly and planking anew both in front and on top.

A dredge was employed for one day clearing out a ship's berth. Quantity dredged 300 cubic yards, sand and stones.

Section 37.—Much trouble has been experienced by repeated settling of the filling of the cribs at places, under the tracks of the coal towers. The cribwork was examined by diver and found to be standing firmly, though much bulged at some former time, and the settlements were therefore merely made good with rock filling and the tracks tamped up.

Section 38.—About 70 feet of wharf, which had been damaged by ice, was repaired by putting in new coping, planking and ties.

Section 43.—About 60 feet long by 4 feet in depth of the inshore end of the upstream side of the cribwork of the pier was badly damaged by ice shoves and was rebuilt.

The roadway top of the pier was much damaged by the ploughing of the ice and the scouring of the water over it in winter, especially at the two outer corners and near the circulating culvert. Repairs were made by filling the cavities with shale rock, levelling down and adding macadam and by blinding and re-rolling the whole. Eight sets of iron ladder rungs, for life saving, were put on the lower side of the pier.

Section 46.—The roadway top of the pier was re-surfaced, new macadam and blinding added and rolled down.

Section 75, *Longue Pointe.*—The roadway of the eastern wharf was repaired and a plank runway of 38 feet by 6 feet laid down for horses employed in hoisting cargo.

General Repairs.—Ordinary general repairs have been freely made wherever needed and both woodwork and roadways kept in good condition. The face planking of wharfs was all overhauled and put in good repair; an agregate of 2,155 lin. feet of wharf had the face plank entirely renewed.

Macadamizing stone to the extent of 575 toises was used in the maintenance of the roadways and was distributed as follows:—

	Toise.
Sections 5 to 10	91
Sections 12 to 20	220
Sections 21 to 30	137½
Sections 31 to 40	56¾
Sections 41 to 46	69¾
Total	575

Of the macadamizing stone purchased for the year's use 498½ toises were delivered on the wharfs in winter under contract, in unbroken stone, and broken by Commissionners men working piece work. Cost on depots on the wharfs $13.50 per toise of 2[illegible],000 pounds including breaking and inspection. The remainder 76½ toises, was purchased from the jail and cost, in the jail yard, $9.10 per toise.

Electric lighting.—Tenders for lighting the harbour by arc lamps of 98 amperes were called for at the end of March last, and a contract given to the Royal Electric Co., the lowest tenderers, for the summer's lighting at 20 cents per lamp per night. Lighting was commenced with 35 lamps on 25th April, five more were added on 26th; on 12th May the number was increased to 81, on 13th to 84, and on the 14th to 88 lamps. Lighting was continued with this number until 29th June when six additional lamps were put in operation on the upper end of Windmill Point basin. On 17th August a lamp was placed at section 27, in order to facilitate work on the new deep water berth, and on 4th October an extra lamp was placed at section 17 to give better light at dumping ground on site of new pier. Lighting was continued from that date with 96 lamps until the 30th November, after which the circuit was cut off from section 33 downwards, leaving 64 lamps in operation until 6th December, when Windmill Point circuit was cut out. Lighting was continued with the remaining 49 lamps until the 10th December when all were shut off with the exception of 3 lamps at Longueuil ferry and one on the dump. The Longueuil ferry lamps were cut out after the night of 12th December, and the lamp at the dump, section 17, was continued until the 29th at the city's request and expense. Total expenditure for lighting during 1898, $4,081.70.

NOTES.

The river steamer "Paul Smith" is being wintered in the harbour at the entrance of the Lachine Canal, and is the only vessel besides those of the Harbour Commissionners being so wintered.

Grain Conveyor.—A deed was passed between the Harbour Commissioners and the Montreal Warehousing Company (the Grand Trunk Railway Co. being understood to be the sole shareholder), dated 15th June, 1898, allowing the company to erect a grain conveyor on the Windmill Point wharf for shipping grain from its elevator on the Lachine Canal to barges in the upper end of the Windmill Point basin. The conveyor was built early in the summer, extending along the wharf on the north-west side of the basin to 300 feet from the head of the basin, so as to be of sufficient length to ship into all hatches of a barge of ordinary size, thus carrying out a scheme which has been in mind since the building of the elevator in 1872. The conveyor was first put into use on 10th June, and was in frequent use throughout the summer.

DREDGING PLANT AND DREDGING.

The dredging plant used in 1898, was composed of three dipper dredges, four floating derricks, one double land derrick, one drilling and blasting boat, four tug boats, nineteen flat deck scows, one hopper bottom scow, a testing boat and a floating shop. All belong to the Commissioners, except the hopper bottom scow, which was borrowed from the Department of Public Works of Canada, and was used only ten days. Dimensions and other particulars of the different vessels are given in the annexed table.

In addition to the plant which was used, the Commissioners have two dipper dredges and a floating derrick, which have become unsuited to the present harbour works, and are for sale.

The land derrick was wintered on the guard-pier, and all the floating plant was wintered in the Montreal harbour, near the entrance of the Lachine Canal, as had been done the preceding two winters.

In a movement of the field of ice within the guard-pier which took place on the 29th of March, the floating plant was moved, en masse, about 75 feet, but suffered no harm.

The winter repairs to the hulls and machinery of the dredging fleet were made by the Commissioners' own men, with exception of foundry work and some heavy machine work and forging, which were done by neighbouring shops.

The following are the chief items of repairs:—

Dredge No. 1.—New crank disc put in one of the main engines, in place of one which cracked; main steam pipe altered from screwed to flanged connections, to conform to steamboat inspection law, and new steam pipe put on swinging engine; slight repairs to boiler; shaft of 6 foot sheave under deck turned and new bush put in sheave; rim of turntable repaired anew, where damaged by accident; three new pins put in hinges of spud-keepers, to replace broken ones; general light repairs to bucket; one forward spud renewed; deck caulked.

Dredge No. 2.—New cast iron pinion put on main crank shaft; new steel spur wheel on intermediate shaft; main steam pipe fitted with flange instead of screwed connections, to conform to steamboat inspection law, and new steam pipe for swinging engine; top of steam drum re-riveted: two new crank discs put on swinging engines; bucket handle taken apart and re-riveted; one new forward spud and the after spud renewed.

Dredge No. 3.—New steel spur wheel and new cast iron pinion put on intermediate shaft of main machinery; main steam pipe fitted with flanged instead of screwed connections, to conform to steamboat inspection law; new steel pinion for stern spud gear; new bush in backing drum; five sheaves on top of forward spuds, replacing others which failed.

In summer the dredge having become leaky was put in dry dock, the first docking since being built in 1894, and the following repairs made; forward spud keepers re-riveted throughout; brackets of the spud sheaves, in the hold, were bolted down anew; the spud slides, both bow and stern, repaired and plating largely renewed; hull caulked and light repairs made.

Dredge No 7.—New sprocket wheel put on the crane, preparatory to the dredge being loaned to the Department of Public Works of Canada.

Derrick No. 2.—New ring put on point of boom to carry the hoisting block; new sheave and pin in point of boom; back stays of A frame renewed; new mast for boom and turntable; turntable repaired and put on new mast; deck repaired and caulked; top sides of hull caulked; clam shell bucket repaired.

Derrick No. 4.—New bevel gear-wheel for hoisting spuds; spud shaft and spud drum straightened; new bush put in spud drum; new pinion on crank shaft of swinging engines; bow planking repaired and caulked; top sides caulked.

Derrick No. 5.—General light repairs to machinery and clam shell bucket; tubes of boiler expanded in ends; bow and stern planking repaired and caulked; top sides caulked.

Derrick No. 6.—General light repairs to machinery; turntable repaired; bed plate of swinging sheaves on deck repaired; new sheave at lower end of boom; boom stays straightened and repaired; clam shell bucket repaired; planking repaired and caulked on bow and stern; top sides caulked.

Tug Aberdeen.—New and enlarged brasses for main crossheads; set of new valves in air pump; set of new headers in roller grate bars. Put in dry dock in latter part of summer, stern bearing re-lined with lignum vitæ and hull painted.

Tug St. Peter.—Funnel renewed; tubes of boiler expanded and a crack in the furnace repaired. Put into dry dock in summer; new brass put in stern-bearing; planking of hull repaired and caulked; guard repaired.

Tug St. Louis.—New built-up crank shaft put in to replace one which failed by cracking; new spouting and other repairs to boiler furnace; set of new blades put on propeller to replace a set broken by accident; stern repaired and deck caulked.

Tug M. P. Davis.—Guard repaired and patched; deck repaired.

Drill Boat.—Fifty new tubes put in boiler; smoke stack lengthened; new shoes put on spuds: sky light repaired.

Floating Shop.—Put in dry dock; a considerable part of the planking renewed, and a large number of frames renewed; new stern-post; caulked all over; general overhaul and light repairs.

Testing Boat.—Fitted with steering gear for steering the tug from the chart room of the testing boat; steam-heating coils put in chart room; two new friction drums for working testing bars; new clamps put on index ropes.

Scows.—Four flat deck scows, Nos. 21, 26, 27 and 28, built in 1891-92, had heavy repairs, including part new stancheons under deck, part new outside planking and part new guard ribbons; deck repaired and caulked; top sides caulked. Flat deck scow, No. 31, had part new stancheons under deck; part new side planking and fender ribbons; deck patched and caulked, and top sides caulked. Flat deck scows, Nos. 22 and 34, had decks repaired and part of fenders renewed; top sides caulked. Flat deck scows, Nos. 29 and 32, had decks patched; part new stancheons; top sides caulked. Flat deck scow, No. 33, had deck patched and top sides caulked. Five other flat deck scows had light repairs.

Wharf Scows.—(For wharf building) Three scows partly rebuilt; new ends and new decks put on; new lifting shears put on one scow.

Four rowing punts were built for use in wharf building and with dredging fleet.

A ten ton wooden hand crane was built and placed temporarily on the wharf near the floating shop for use in repairing buckets and for general lifting.

Two new forward spuds 36 ins. square by 60 feet long were made for the large dredges.

One new stern spud 24 ins. square by 60 feet long was made for the large dredges.

One old flat deck scow, one of those built between 1874 and 1875, which had not been used for some time, was loaned to the Department of Public Works, and in being towed to Laprairie was damaged and afterwards lost. An old 80 yard hopper scow, built in 1874, was borrowed from the Department of Public Works for use in the harbour enlargement work, and after ten days' use, while being loaded it sprung a leak and sunk and was damaged. It was not considered worth repairs and its loss was offset against the loss of the commissioners' flat scow by government.

Dredges Nos. 4, 6 and 7, which had become unsuited to the depth to which the harbour dredging must now be done, were not fitted out nor used for the harbour work, nor was derrick No. 3, of which the hull is much decayed.

Dredge No. 4 was sold in June to the Canadian Construction Company, and one of the older flat scows was given with it.

Dredge No. 7 was fitted out in June at the expense of the Harbour Commissioners of Three Rivers, and leased to them from 20th June to 17th August, and was afterward loaned to the Department of Public Works of Canada from 9th September to 17th November.

The harbour dredging fleet was served throughout the summer by the tugs "St. Peter," "St. Louis" and "Aberdeen." The Commissioners' small tug "M. P. Davis," which had been loaned to the Department of Public Works of Canada since August, 1896, was required for service in crib building, as also for occasional service in the dredging fleet. At the request of the Commissioners the department furnished the use of another small tug to work in her stead, from 21st October, to 31st. On the 31st the "M. P. Davis" was returned and was kept in use until the close of the season.

The getting of the dredges to work in the spring was delayed very much beyond what the early opening of the river would have permitted, because of uncertainty as to what new harbour work, if any, should be undertaken. Fitting up was not commenced until 6th April, which was ten days after the harbour was practically clear of ice. The derricks were first pushed forward so that they could be used in clearing the wharfs of ice, and No. 4 was put at that work on 11th April, No. 5 followed on 13th, and No. 6 on 18th. Dredging was commenced by No. 2 dredge on 25th April, No. 1 followed on the 27th, and No. 3 on the 28th; and all were worked in the harbour until stopped in the fall by frost. No. 1 dredge was stopped on 1st Dec.; and Nos. 2 and 3 on the 2nd. All the vessels of the dredging fleet were laid up for winter in the Windmill Point basin, opposite sections 6 and 7.

The aggregate number of days during which the dredges were on duty, reckoning every day except Sundays, from their commencing in spring until stopping in the fall, was: No. 1, 186 days; No. 2, 189 days; No. 3, 186 days. Total, 561 days.

The drill boat was fitted out on 20th June, and leased to the Department of Railways and Canals of Canada, and was used for drilling and blasting in the Lachine Canal and in Lake St. Louis until 3rd October, when it was returned. After repairs it was set to work for the commissioners on the harbour works on 17th October and continued working, with exception of three days for repairs, until 26th November, making 33 days of service in the harbour.

The dredges worked by day only, on a nominal working time of ten hours per day. This, for the 561 days' aggregate of the three dredges, gives them a total of 5,610 hours' nominal service; but the actual working time, after deducting that lost for repairs, changing positions, detentions by ships and all other causes, was reduced to 4,332½ hours, or an average of 77·23 per cent of the nominal service. Included in the 561 days' aggregate time is ten days spent by dredge No. 3 for general overhaul, as before described. The percentage of time of actual work is smaller than the average of recent years for the same dredges, because of the time lost in dry dock, and a considerable loss of time waiting for scows, mainly due to the long distance to which much of the dredgings had to be towed for unloading.

The total outlay for working the whole fleet, except the drill boat, was $61,011.79, and this, as usual, embraces the entire cost of working the plant and machinery, including repairs, outfit, fuel, wages, salaries, management charges, insurances, and all other outlays except interest on capital and depreciation of plant.

The cost of maintaining and working the three dredges and the tugs and scows which served them was $44,651.37, or an average of $79.59¼ per day per dredge.

The cost of maintaining and working the four floating derricks for unloading scows was $16,360.42, or $26.69 average per day for 613 days' aggregate service.

The following are the comparative costs and quantities of dredging for 1898 and for previous years :—

Years.	Cubic Yards Dredged.	Total Cost.	Cost per Cubic Yard.	Remarks.
		$	Cts.	
1875	151,719	68,979	45	
1876	156,082	55,462	$35\frac{55}{100}$	
1877	173,499	45,103	26	
1878	211,731	48,748	23	
1879	189,609	41,006	$21\frac{63}{100}$	
1880	186,430	46,914	$25\frac{16}{100}$	
1881	170,764	54,128	$31\frac{69}{100}$	
1882	187,339	53,598	$28\frac{60}{100}$	Spoon dredges and stone-lifters.
	9,429	13,254	$\$1.40\frac{60}{100}$	Elevator dredges.
	196,768	66,852	$33\frac{90}{100}$	Totals and average.
1883	36,358	17,956	$49\frac{38}{100}$	Spoon dredges and stone-lifters.
	6,990	19,385	$\$2.77\frac{30}{100}$	Elevator dredges-lifting rock and boulders and clearing up.
	43,348	37,341	$86\frac{14}{100}$	Totals and average.
1884	125,648	49,468	$39\frac{37}{100}$	Spoon dredges and stone-lifter.
1885	69,494	28,563	$41\frac{10}{100}$	" "
1886	57,728	25,772	44	" "
1887	36,993	23,259	62	" "

Comparative Costs and Quantities of Dredging for 1898, &c.—Concluded.

Years.	Cubic Yards Dredged.	Total Cost.	Cost per Cubic Yard.	Remarks.
		$	Cts.	
	73,150	36,690	50[illegible]	Spoon dredges and stone-lifter.
	2,077	1,333	64[illegible]	Elevator dredges.
1888	75,227	38,023	50[illegible]	Totals and average.
	205,283	54,574	26[illegible]	Spoon dredges and stone-lifter.
	9,420	2,996	31[illegible]	Elevator dredge.
1889	214,703	57,570	26[illegible]	Totals and average.
1890	186,670	53,074	28[illegible]	Spoon dredges and stone-lifter.
	259,267	49,571	19[illegible]	Spoon dredges.
	43,290	14,232	32[illegible]	Elevator dredge.
1891	302,557	63,803	21[illegible]	Totals and average.
1892	361,947	93,595	25[illegible]	Spoon dredges.
1893	235,280	93,050	39[illegible]	"
1894	312,430	98,858	31[illegible]	"
1895	496,528	99,400	20[illegible]	"
1896	401,938	103,317	25[illegible]	"
1897	284,844	68,211	23[illegible]	"
1898	456,458	61,012	13[illegible]	"

The year 1898 is the first in which only the large dipper dredges were employed in harbour work, and an analysis of the results is therefore of interest.

It will be noticed on comparing the gross quantities dredged in the different years, that that in 1898 is larger than in any preceding year, except in 1895, irrespective of the extent of plant employed; and that it was larger by 14 per cent. in 1898, with only the three large dredges employed, than the average of the two immediately preceding years, with the three small as well as the three large dredges at work. But on the other hand, the dredging was 93 per cent of earth and only 7 per cent of rock in 1898, as against 63 per cent earth and 37 per cent rock in the preceding two years. But it is also to be noted that the advantage in dredging the larger proportion of earth is not so great as might be supposed, for the large dredges which alone worked in rock, are specially designed to do so, and the average cost of their dredging for the last three years is only 20·8 cents per cubic yard of rock, loose measurement, as against 10·7 cents per cubic yard of earth.

But for clearer comparison, the earth dredging alone, by large dredges alone, may be considered, and in this case the cost in 1898 was only 8·73 cents per yard, as against 11·67 cents per yard average for the two preceding years, which shows that 1898 was the lowest by 25 per cent.

Further analysis of the items of cost shows that the cost of maintaining and working the large dredges averaged $45.69 per dredge per day in 1898, as against $48.23 average of the preceding two years; but, on the other hand, the cost of maintaining and working the dredges and serving them with tugs and scows (exclusive of derrick service in unloading scows) cost $78.59 per day's work in 1898, as against an average of $75.22 in the two preceding years; which shows that while the cost of working the dredges alone was low in 1898, the cost of serving them by tugs and scows was high. The reason of this will be seen, by comparing the lists of

plants employed, to be mainly due to the fact that there was practically the same tug and scow plant employed in serving the three large dredges in 1898 as in serving the three large and three small dredges together in the preceding two years; and the reason for this in turn, as can also be found from the records, is that in 1898 the dredging places and dumping places were on the average so much further apart and the quantity of stuff handled so much greater than in the preceding years, that the tug and scow service had to be practically the same for the three dredges in 1898 as for the six in 1897 and 1896.

It thus comes to light that, although the cost of working and serving the large dredges, as measured by time, is greater in 1898 than the average in the two preceding years, the relative costs as measured by the quantity of work done, which is the important practical matter, are quite reversed; and that, when further compared with the cost of former work done of the small dredges, the result is more favourable to the latter work of the larger dredges. The answer to the self-suggested question of how the quantity of work done in 1898 has been so much increased as to bring out so satisfactory a result, is doubtless to be found in improved immediate management and working of the plant, enlarged dredge buckets and other improvements, and in the use of the powerful new dredges built for the work in hand, instead of the smaller ones, which had become unsuitable.

The cost and character of the dredging in different parts of the harbour in 1898 are given below. All the quantities are either scow measurements from the tallied number of flat deck scow loads of measured average capacity, or box measurements from the tallied number of boxes placed on scows, and containing four cubic yards per box.

The cost of dredging in each case includes its proportion of all the costs of maintaining and working the dredges, tugs and scows, as explained on p. 22; but does not include the cost of unloading the dredgings from scows by derricks which is separately given.

Sections 5 *to* 10 (Windmill Point Basin).—The dredging of 1898 consisted for the most part in cleaning up the work of former years, and the materials taken up were chiefly loose rock in detached pieces or small heaps, with some mixture of mud and sewage deposit. For the remainder the dredging consisted partly of the deepening of shoal places of solid rock and partly of taking out blasted rock. The cost of the dredging varied from about 12½ cents per cubic yard for the dredged of blasted rock (not including cost of blasting), to 41 cents per cubic yard for cleaning off isolated pieces and patches of loose rock. Total quantity of all sorts dredged during the year, 30,038 cubic yards; average cost, 24·7 cents per yard, scow and box measurements; depth of water to which dredging was done, during time of dredging, 30 to 38 feet. Unloading by floating derricks, 3⅜ cents per yard.

Section 11 (approach to Windmill Point Basin).—Deepening the channel; shale and trap rock not blasted, boulders, gravel and hard-pan; 30 to 38 feet depth: 16,779 cubic yards, box and scow measurement; cost 18·74 cents per cubic yard, box and scow measurement. Unloading by floating derricks 3⅜ cents per yard.

Sections 13 *and* 14.—Deepening shoal places and cleaning up ships' berths; shale, trap, hard-pan and mud; 30 to 36 feet depth; 15,024 cubic yards, box and scow measurements: cost, 18·32 cents per cubic yard. Unloading by floating derricks, 2⅜ cents per yard.

Section 15.—Cleaning out ships' berths; ashes, coal, stones, &c.; about 35 feet depth; 750 cubic yards, scow and box measurement; cost, 10·89 cents per cubic yard. Unloading by floating derricks, 3⅜ cents per yard.

Section 27.—Making seats for cribwork and cutting away part of the head of Molson's shoal to lengthen deep water berth and to make approach to same; tough silt, sand and stones; 33 to 38 feet depth; current, 5 to 6 miles an hour; 46,144 cubic yards, box and scow measurement; cost, 10·36 cents per yard. Unloading by floating derricks, 3⅜ cents per yard.

Section 35.—Cleaning out ship's berth; sand and stones; 30 to 35 feet depth; 300 cubic yards, scow measurement; cost, 27·23 cents per yard. Unloading by floating derricks, 3⅜ cents per yard.

Sections 34 *to* 40.—Deepening shoal places between the wharfs and the ship channel; sand, with some stones; 32 to 36 feet depth of water; current about 4 miles per hour; 27,967 cubic yards, box and scow measurement; cost, 12·4 cents per yard. Unloading by floating derricks, 3⅔ cents per yard.

Section 44 (basin at lower side of pier, Hochelaga).—Deepening shallow places in basin; silt and sand; 30 to 36 feet depth; 4,200 cubic yards, box and scow measurement; cost, 13·61 cents per yard. Unloading by floating derricks, 3⅔ cents per yard.

Sections 47 *and* 48.—Removing shoal alongside of ship channel; silt, sand and stones; 32 to 36 feet depth; 12,263 cubic yards, scow measurement; cost, 12·67 cents per yard. Unloading by derricks, 3⅔ cents per yard.

Ship Channel (opposite Sections 19 and 20).—Widening the channel on south side; sand, gravel and stones; 32 to 36 feet depth; current, about 3 miles per hour; 1,725 cubic yards, box measurement; cost, 13·98 cents per yard. Unloading scows by floating derricks, 3⅔ cents per yard.

Opposite Section 32, *in Current St. Mary.*—Removing a small heap of boulders; about 35 feet depth; current, about 6½ miles per hour; 37 cubic yards, scow measurement; cost, $2.21 per yard. Unloading by derrick, 3⅔ cents per yard.

Island Shoal.—Cutting away side of shoal for harbour enlargement works; tough silt, sand, gravel and stones; 34 to 36 feet depth; 233,827 cubic yards, scow and box measurement; cost, 7·01 cents per yard. Unloading scows by derricks, 3⅔ cents per yard.

Section 17.—Dredging crib seats for harbour enlargement works; silt, sand and stones; about 34 feet depth; 23,023 cubic yards, scow and box measurement; cost, 5·93 cents per yard. Unloading scows by derricks, 3⅔ cents per yard.

Total Dredging done during the year, 456,458 cubic yards, box and scow measurement; average cost, 9·782 cents per yard. Unloading the dredgings off scows by floating derricks partly from deck by clam shells and partly from boxes, and placing it in spoil banks, in crib work, or on cars on the guard pier, average cost, 3⅔ cents per yard.

Rock Blasting (Windmill Point Basin).—The drill boat was used only a short time, with one boiler taken off, and therefore only two of the three drills in use, and with part of the crew untrained. The rock blasted consisted of about one-third shale and two-thirds trap-rock; grade line of finished bottom, 29 feet to 27½ feet below water surface, at the time of working.

Working days, 17th October to 1st November.....	14 days
do 5th to 26th November.....	19 days
Total.....	33 days
Working time per day.....	11 hours
Number of holes drilled and blasted.....	344 holes
Average depth of each hole, in rock.....	8·73 feet
do do from surface of water.	31·86 feet
Total quantity of rock drilled and efficiently blasted, measured in solid to 6 inches below finished bottom.....	2,410 cubic yds
Cost per cubic yard, measured in solid.....	95 cents

Appended are tables giving additional particulars regarding the dredging and dredging plant in 1898.

JOHN KENNEDY,
Chief Engineer.

Harbour Dredging.—Abstract of Work done by each Dredge for the Harbour of Montreal in 1898.

Vessels.	Places at which Dredging was Done.	Time of Service.		Quantities Dredged.		Character of Soil.
		Days.	Total.	Cubic Yards.	Total Yards.	
Dredge No. 1	Sections 7 to 9, Windmill Point	27		16,476		Trap and shale rock.
	Section 11, approach to Windmill Point	30¼		11,824		Trap, shale, hard-pan, gravel and stones.
	Sections 13 and 14, Allan's basin	21½		9,524		Trap, shale and hard-pan.
	Section 37, shoal spots	1		217		Sand and stones.
	Sections 47 and 48, ship channel	20¼		12,263		Silt, gravel and stones.
	Test pits for dry dock site	31¾		42,188		Hard-pan, gravel and silt.
	Island shoal	54¼		49,291		Quicksand, silt, gravel and stones.
			186		141,783	
Dredge No. 2	Sections 5 to 9, Windmill Point	63		12,254		Trap, shale and loose rock.
	Section 11, approach to Windmill Point	10¼		4,955		Shale, hard-pan and stones.
	Sections 19 to 20, ship channel	3		1,725		Gravel, sand and stones.
	Island shoal	95¾		116,471		Quicksand and stones, hard-pan, etc.
	Section 17, new pier cribs	17		23,023		Sand and stones.
			189		158,428	
Dredge No. 3	Sections 6 to 10, Windmill Point	3½		1,308		Shale rock.
	Section 14, Allan's Basin	13½		5,500		Rock, hard-pan, sand and stones.
	Section 15, Dominion Basin	1		750		Ashes, stones and coal.
	Sections 23 and 24, cleaning berths	3¼		2,193		Sand and stones.
	Section 27, Molson's shoal	58½		46,144		"
	Section 35, cleaning berth	1		300		"
	Sections 34 to 40, shoal places	41½		27,750		"
	Section 44, deepening basin	7		4,200		Sand.
	Section 32, ship channel	1		37		Hard-pan and stones.
	Island shoal	55¼		68,065		Sand and stones.
			186		156,247	
	Totals	.....	561	.....	456,458	

Places where Dredges Worked.	Vessels.	Time of Service.		Quantities Dredged.		Character of Soil.
		Days.	Totals.	Cub. yds.	Total yds.	
Section 5 to 10, Windmill Point	Dredge No. 1	27		16,476		Trap and shale rock.
" " "	" 2	63		12,254		" "
" " "	" 3	3½		1,308		" "
			93½		30,038	
Section 11, approach to Windmill Point	Dredge No. 1	30¼		11,824		Trap, shale, hard-pan, gravel and stones.
" " "	" 2	10¼		4,955		Shale, hard-pan and stones.
			40½		16,779	
Sections 13 and 14, Allan's Basin	Dredge No. 1	21½		9,524		Trap, shale and hard-pan.
" " "	" 3	13½		5,500		Rock, hard-pan, sand and stones.
			35		15,024	
Section 15, Dominion Basin.	Dredge No. 3	1		750		Ashes, coal and stones.
			1		750	
Sections 23 and 24, clearing up	Dredge No. 3.	3½		2,193		Sand and stones.
			3½		2,193	
Section 27, Molson Shoal (new berth)	Dredge No. 3.	58½		46,144		" "
			58½		46,144	
Section 35, cleaning berth	Dredge No. 3.	1		300		" "
			1		300	
Sections 34 to 40, shoal spots	Dredge No. 1	1		217		" "
" " "	" 3	41½		27,750		" "
			42½		27,967	
Section 44, deepening basin.	Dredge No. 3	7		4,200		Sand.
			7		4,200	
Sections 47 and 48, ship channel.	Dredge No. 1	20¼		12,263		Silt, gravel and stones.
Sections 19 and 20 "	" 2	3		1,725		Gravel, sand and stones.
Section 32 "	" 3	1		37		Hard-pan and stones.
			24¼		14,025	
Test pits for dry dock site	Dredge No. 1	31¾		42,188		Hard-pan, gravel and silt.
			31¾		42,188	
Island shoal	Dredge No. 1	54¼		49,291		Quicksand, silt, gravel and stones.
"	" 2	95¾		116,471		" " "
"	" 3	55½		68,065		" " "
			205½		233,827	
Section 17, new pier cribs	Dredge No. 2	17		23,023		Sand and stones.
			17		23,023	
	Totlas		561		456,458	

RBOUR DREDGING.—Statement showing cost of Harbour Commissioners' dredging by different dredges, with their proportion of Tug and Scow Service, 1898.

Vessels.	Dredge Service.	Tug Service.	Scow and Box Service.	Dredge with Tug and Scow Service added.	Time of Service.	Cost per Working Day of Dredge.	Quantity Dredged.	Average cost per cubic yard.	Additional cost for unloading by derricks.	Proportions of Materials Dredged.	
	Cost.	Proportion of Cost.	Proportion of Cost.	Cost.						Earth.	Rock.
	$ cts.	$ cts.	$ cts.	$ cts.	Days.	$ cts.	c. yds.	cts.	cts.	p.c.	p.c.
Spoon dredge No. 1	7,962 02	4,470 34	1,836 40	14,268 76	186	76 71 4/10	141,783	·1001	3 3/4	88	12
" No. 2	8,780 46	4,542 43	1,866 04	15,188 93	189	80 36 5/10	158,128	·0959	3 3/4	91	9
" No. 3	8,886 94	4,470 34	1,836 40	15,193 68	186	81 68 6/10	156,247	·0972	3 3/4	99	1
Totals and averages	25,629 42	13,483 11	5,538 84	44,651 37	561	79 59 3/10	456,458	·0978	3 3/4	93	7

For full particulars of materials dredged at the different places by the various dredges, see detailed statements and Engineer's Report for 1898.

HARBOUR DREDGING.—*Statement showing particulars of Cost of working the different Vessels employed in Harbour Dredging in 1898.*

Vessels.	Repairs, Maintenance and Stores.	Fuel.	Wages.	Proportion of Salaries of Staff.	Grand Totals.		Service.	Cost per Day.
					Cost.	Total Cost.		
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	Days.	$ cts.
Spoon dredge No. 1	3,122 57	1,423 46	2,861 54	554 45	7,962 02	.....	186	42 81
" No. 2	3,838 62	1,473 11	2,857 28	611 45	8,780 46	.....	189	46 46
" No. 3	3,932 64	1,526 07	2,809 36	618 87	8,886 94	.....	186	47 78
Spoon dredges—Totals	10,893 83	4,422 64	8,528 18	1,784 77	.....	25,629 42	561	45 68
Floating derrick No. 2	419 59	258 19	1,071 63	130 95	1,880 36	.....	90	20 99
" No. 4	761 44	704 20	2,656 41	308 55	4,430 60	.....	162	27 41
" No. 5	892 69	699 29	2,781 29	327 34	4,700 61	.....	184	25 55
" No. 6	1,000 50	685 08	2,290 78	372 49	5,348 85	.....	177	30 22
Floating derricks—Totals	3,074 22	2,316 76	9,800 11	1,139 33	.....	16,360 42	613	26 69
Tug "Aberdeen"	911 37	1,665 08	2,010 99	343 38	4,930 82	.....	204	24 17
" "St. Peter"	696 43	1,471 46	2,067 25	317 02	4,552 16	.....	204	22 31
" "St. Louis"	943 92	947 94	1,598 33	261 26	3,751 45	.....	189	19 85
" "M. P. Davis"	35 52	52 97	142 87	17 32	248 68	.....	40	6 12
Tugs—Totals	2,587 24	4,137 45	5,819 44	938 98	.....	13,483 11	637	21 26
Scows and boxes—Totals	5,153 13	.....	.....	385 71	.....	5,538 84	.....	.....
Grand totals	21,708 42	10,906 85	24,147 73	4,248 79	.....	61,011 79	.....	.....

List of Harbour Commissioners' Dredging Plant, 1898.

Description of Vessel.	Hull. Length.	Hull. Breadth.	Hull. Depth.	Hull. When built.	Engines. Kind of Engine.	Engines. No. of Cylinders.	Engines. Diam. of Cylinders.	Engines. Length of Stroke	Engines. Pressure of Steam.	Capacity of Bucket.	Depth to which Dredge can work.	Remarks.
	Ft. In. over all.	Ft. In. Beam.	Ft. In. over all.				Inches.	Inches.		C. yds.		
Dredges.												
Boom spoon dredge, No. 1	90 0	36 0	9 6	1890	Horizontal, non-condensing.	2	16	18	110	4½	40	Wooden hull.
" " No. 2	90 0	36 0	10 3	1892		2	16	18	128	4½	40	"
" " No. 3	90 0	36 0	10 3	1894		2	16	18	120	4½	40	"
" " No. 4	77 3	27 0	6 6	1872		1	14	16	85	2½	33	Rebuilt and altered, '90.
" " No. 6	77 0	27 0	7 6	1874		1	14	16	85	2½	35	" " '92.
Crane " No. 7	77 3	27 0	7 0	1874		1	14	16	85	1½	32	Rebuilt in 1889.
Derricks.												
Clam shell derrick, No. 2	57 0	23 6	5 9	1872	Horizontal, non-condensing.	2	7	12	85	...	...	Wooden hull.
" " No. 3	61 9	24 0	5 9	1875		1	10	12	85	...	...	"
" " No. 4	75 0	26 10	7 6	1892		2	12	14	110	...	...	"
" " No. 5	75 0	26 10	7 6	1892		2	12	14	110	...	...	"
" " No. 6	75 0	26 10	7 6	1892		2	12	14	110	...	...	"
Pair of land derricks	12 0	10 0	...	1892 3		2 2	12 12	14 14	110 110	...	...	Wooden framing.
Drilling and blasting boat	80 0	27 0	5 6	1895	...	...	...	...	90	...	...	Three 5-in. steam drills.
Tug Boats.												
Tug "St. Louis"	67 0	15 0	Hold. 8 7	1875	Vertical, non-condensing.	1	16	20	85	...	...	Wooden hull {rebuilt in 1891
" "St. Peter"	71 6	16 6	8 6	1875		1	20	22	85	...	...	
" "M. P. Davis"*	40 5	10 7	5 3	1879		1	10	12	...	...	...	"
" "Aberdeen"	79 3	18 3	9 0	1895	Vertical, condensing.	1 1	16 32	24	125	...	...	Steel hull.
Testing boat	73 3 73 3	14 0 14 0	Over all 3 1 3 1	1897	...	...	...	...	...	...	...	Two wooden scows, braced 16 ft. apart.

		Scows.								Capacity.							
1	flat	deck scow	No. 6	70	5	18	0	5	0	1873	45 cubic yards						All wood.
1	"	"	No. 11	70	0	18	3	5	1	1874	45 "						"
1	"	"	No. 17	75	0	20	2	6	0	1876	67½ "						"
1	"	"	No. 18	75	4	20	4	6	3	1876	67½ "						"
1	"	"	†No. 19	75	6	20	3	6	5	1878	67½ "						"
1	"	"	No. 20	75	6	20	3	6	3	1878	67½ "						"
2	"	"	Nos. 21 & 22	85	0	25	0	7	5	1891	150 "						"
2	"	"	Nos. 23 & 24	85	0	25	0	6	9	1891	150 "						"
6	"	"	Nos. 25 to 30	85	0	25	0	6	9	1892	150 "						"
5	"	"	Nos. 31 to 35	85	0	25	0	6	9	1893	150 "						"

*Tug "M. P. Davis," loaned to the Department of Public Works, August, 1896, was returned 31st October, 1898. †Scow No. 19 is still on loan to the Department of Public Works. Flat Dock Scow No. 14 was lost in 1898. Dredge No 4 and Scow No. 15 were sold to the Canadian Construction Company in 1898.

It is with pleasure that I chronicle the arrival of three of Her Majesty's war ships in the harbour during the early autumn.

H.M.S. "Talbot" and "Indefatigable" arrived on the 30th September, the former with Vice-Admiral Sir John Fisher on board, he having transferred his flag from the "Renown" at Quebec.

On the 5th October H.M.S. "Pallas" arrived, and on 6th the "Indefatigable" left for Quebec, followed by the "Talbot" and "Pallas" on the 10th.

We had also during the season the following American revenue cutters—"Gresham," "Algonquin" and "Onondaga," on their way from the great lakes to Boston and New York, the last two of these being cut in two at Ogdensburg and put together again in Cantin's dry dock at Montreal. The United States revenue cutter "Morrill" arrived late in the autumn from New York to Lake Michigan.

I am pleased to be able to state that, notwithstanding the great increase in traffic and the congested condition of the harbour, the roadways were kept in very good repair.

Last spring I sent notices to all parties concerned that the by-law regarding the removal of goods from the wharfs would be strictly enforced during the season and this had the effect of having inward cargoes removed in good time.

Yours respectfully,

T. BOURASSA,
Acting Harbour Master.

WEATHER REPORT FOR 1898.

Date.	Wind (at 8 to 9 a.m.)	Temperature (at 8 to 9 a.m.)	Remarks.
Jan. 1..	West	25 above	Fine day.
" 2..	"	10 "	Cold day.
" 3..	"	2 below	Cold.
" 4..	"	10 "	"
" 5..	"	8 above	Cloudy.
" 6..	South	36 "	(Crossing at Longueuil.)
" 7..	North-east	34 "	Men cutting ice.
" 8..	South-west	30 "	Windy.
" 9..	West	32 "	Fine day.
" 10..	"	26 "	Ramps opened.
" 11..	North-east	Zero	(Crossing to St. Lamberts.)
" 12..	West	26 above	Dull day.
" 13..	"	6 "	Fine day.
" 14..	"	14 "	"
" 15..	North-east	14 "	Snowing.
" 16..	West	3 below	Fine day.
" 17..	"	10 "	Foggy.
" 18..	"	20 above	Fine day.
" 19..	"	20 "	"
" 20..	"	15 "	Snowing.
" 21..	North-east	20 "	Fine day.
" 22..	"	20 "	"
" 23..	"	18 "	Snowstorm.
" 24..	"	14 "	Fine day.
" 25..	South-west	10 "	"
" 26..	North-west	16 "	"
" 27..	North	2 "	"
" 28..	"	20 below	Cold day.
" 29..	West	10 "	Fine weather.
" 30..	North-west	20 "	Fine day.
" 31..	North-east	10 "	Snowing.
Feb. 1..	"	8 above	"
" 2..	West	14 below	Fine clear day.
" 3..	"	5 "	Fine day.
" 4..	South-east	10 above	"
" 5..	"	21 "	"
" 6..	West	15 "	"
" 7..	South-east	18 "	"
" 8..	North-west	20 "	"
" 9..	North-east	12 "	"
" 10..	East	36 "	Mild.
" 11..	South-east	38 "	Dull day.
" 12..	East	40 "	Rain.
" 13..	South-east	35 "	Fine day.
" 14..	"	33 "	Overcast.
" 15..	East	30 "	Fine day.
" 16..	North-east	12 "	Snowing.
" 17..	West	10 below	Fine day.
" 18..	East	16 above	Dull day.
" 19..	West	25 "	Fine weather.
" 20..	North-east	20 "	Snowstorm.
" 21..	"	20 "	Blowing hard.
" 22..	"	22 "	"
" 23..	"	28 "	Fine day.
" 24..	East	28 "	"
" 25..	South	30 "	"
" 26..	North-east	28 "	"
" 27..	West	20 "	Drifting.
" 28..	"	24 "	Fine day.
Mar. 1..	"	22 "	"
" 2..	"	20 "	"
" 3..	East	20 "	"
" 4..	West	20 "	"
" 5..	"	28 "	"
" 6..	"	28 "	"
" 7..	South-east	30 "	Fine and mild.
" 8..	East	24 "	Fine day.
" 9..	"	26 "	"
" 10..	South	36 "	Dull day.
" 11..	South-east	44 "	Fine day.

WEATHER REPORT FOR 1898—*Continued.*

Date.	Wind (at 8 to 9 a.m.)	Temperature (at 8 to 9 a.m.)	Remarks.
Mar. 12	South	42 above	Dull day.
" 13	"	40 "	Rain.
" 14	North-east	30 "	Blowing hard.
" 15	"	22 "	Fine day.
" 16	South	32 "	Last crossing on ice, snowing.
" 17	West	43 "	Men closing up the ramps.
" 18	"	36 "	Fine day.
" 19	North	34 "	Ice shoved, water 37 ft. 8 in., harl fleet moved 36 ft. up stream.
" 20	West	38 "	Water 41 ft. 1 in.
" 21	"	30 "	Water still high.
" 22	South	32 "	Dull day.
" 23	North-west	40 "	Fine day.
" 24	North	26 "	"
" 25	South	30 "	Water going down.
" 26	South-west	42 "	Fine day.
" 27	South	43 "	"
" 28	"	46 "	Men opening ramps; tug breaking
" 29	"	42 "	Raining.
" 30	"	38 "	Fine day.
" 31	North-east	30 "	Steamer "Longueuil" arrived at 9 navigation opened.
April 1	North	24 "	Fine day.
" 2	South-west	34 "	"
" 3	North	24 "	"
" 4	North-east	23 "	Big snowstorm.
" 5	South	28 "	Fine day.
" 6	North-east	32 "	"
" 7	"	34 "	Men putting up sheds.
" 8	South-west	48 "	Fine day.
" 9	West	43 "	"
" 10	"	53 "	Capt. Howard died at 7.30 a.m.; fine
" 11	North	46 "	Fine day.
" 12	North east	51 "	Harbour master buried at 2.30 p. fine day.
" 13	North	58 "	Fine day.
" 14	"	50 "	"
" 15	North east	46 "	Dull day.
" 16	"	44 "	Fine day.
" 17	North	48 "	"
" 18	North west	42 "	Quebec boat arrived this a.m.
" 19	South west	52 "	Fine day.
" 20	South	42 "	Rain.
" 21	North east	40 "	At 2 p.m. SS. "Campana" arrived f Quebec.
" 22	North west	54 "	Fine day.
" 23	North-east	43 "	"
" 24	"	41 "	Water let into the canal.
" 25	North	44 "	Canal opened at 8 a.m.
" 26	"	42 "	SS. "Scotsman" arrived at 7 a.m., steamship from sea.
" 27	North east	44 "	Fine day.
" 28	East	48 "	"
" 29	North east	42 "	Dull day.
" 30	North	52 "	Fine day.
May 1	North east	60 "	"
" 2		53 "	"
" 3	South	53	Dull day.
" 4		48	Dark day; rain.
" 5	North east	46	Rain.
" 6	East	42	Fine day.
" 7		44 "	
" 8	North east	48	
" 9		48	
" 10	East	46	
" 11	South	48	Rain.
" 12		53	
" 13	South east	50	Dark day.
" 14		43	Dull day.
" 15		49	Fine day.

WEATHER REPORT FOR 1898—*Continued.*

	Wind (at 8 to 9 a.m.)	Temperature (at 8 to 9 a.m.)	Remarks.
16..	South	62 above	Fine day.
17..	East.	54 "	"
18..	South-west	54 "	"
19..	North-east	52 "	Dull day.
20..	"	62 "	Fine day.
21..	"	62 "	"
22..	West	68 "	"
23..	South-west	56 "	Rain.
24..	"	60 "	"
25..	"	64 "	Dull day.
26..	East	58 "	"
27..	"	63 "	Fine day.
28..	South	68 "	"
29..	East	64 "	Showery.
30..	"	60 "	Dull day.
31..	South-east	68 "	SS. "Strathmore" laying at new wharf Windmill Point.
1..	East.	76 "	Fine day.
2..	"	74 "	"
3..	North	66 "	"
4..	North-east	60 "	Dull day.
5..	South	76 "	Fine day.
6..	North-east	60 "	"
7..	"	60 "	"
8..	"	72 "	Dull day.
9..	West	70 "	Fine day.
10..	"	55 "	"
11..	North-east	59 "	Dull day.
12..	East	62 "	Rain.
13..	"	70 "	Fine day.
14..	North-east	72 "	Rain.
15..	North	54 "	Fine day.
16..	West	70 "	"
17..	"	68 "	"
18..	South	64 "	Rain.
19..	West	62 "	Fine day.
20..	"	66 "	"
21..	North-west	59 "	Dull day.
22..	North-east	60 "	"
23..	West	72 "	Fine day.
24..	"	72 "	"
25..	South-west	74 "	Warm day.
26..	East.	70 "	Rain.
27..	West	72 "	Dull day.
28..	South	68 "	Rain.
29..	North-east	71 "	Fine day.
30..	South	73 "	"
1..	West	76 "	"
2..	"	72 "	"
3..	"	76 "	"
4..	"	78 "	"
5..	North-east	54 "	"
6..	South	66 "	"
7..	West	72 "	"
8..	"	70 "	"
9..	North-west	68 "	Dull day.
10..	North	54 "	Fine day.
11..	North-east	56 "	"
12..	West	68 "	"
13..	"	66 "	"
14..	"	74 "	Dull day.
15..	North-east	74 "	Fine day.
16..	North-west	72 "	"
17..	North-east	70 "	"
18..	South	76 "	"
19..	West	78 "	Dull day.
20..	"	84 "	Fine day.
21..	North	72 "	"
22..	West	70 "	"
23..	South	72 "	"

WEATHER REPORT FOR 1898—*Continued.*

Date.	Wind (at 8 to 9 a.m.)	Temperature (at 8 to 9 a.m.)	Remarks.
July 24	West	76 above	Fine day.
" 25	South	80 "	"
" 26	East	68 "	"
" 27	West	78 "	"
" 28	South	84 "	"
" 29	West	80 "	SS. "Turret Court" ran into Black bridge at 12.45 and badly damaged i
" 30	East	74 "	Dull day.
" 31	West	70 "	Fine day.
Aug. 1	North	68 "	"
" 2	"	72 "	"
" 3	East	70 "	Dull day.
" 4	South	72 "	"
" 5	North	68 "	Fine day.
" 6	West	72 "	"
" 7	"	70 "	"
" 8	"	80 "	"
" 9	South-west	78 "	"
" 10	East	64 "	Dull. Black's bridge recommenci work at 6 p.m.
" 11	North-east	68 "	Fine day.
" 12	South-west	78 "	"
" 13	West	70 "	Dull day.
" 14	"	72 "	Fine day.
" 15	"	70 "	"
" 16	South-west	78 "	Dull day.
" 17	North-east	73 "	Stormy day.
" 18	"	62 "	Fine day.
" 19	"	59 "	Dull day.
" 20	West	68 "	Fine day.
" 21	East	66 "	Dull day.
" 22	West	77 "	Fine day.
" 23	South	66 "	Dull day.
" 24	North-east	64 "	"
" 25	South	66 "	"
" 26	North-east	61 "	Fine day.
" 27	West	62 "	"
" 28	"	70 "	"
" 29	South	60 "	Rainy day.
" 30	"	68 "	Cloudy day.
" 31	North-west	72 "	Fine day.
Sept. 1	South	68 "	Dull day.
" 2	South-east	70 "	Fine day.
" 3	West	74 "	"
" 4	"	76 "	"
" 5	"	72 "	"
" 6	"	73 "	"
" 7	North-west	71 "	Rainy day.
" 8	West	64 "	Fine day.
" 9	North-east	60 "	"
" 10	North	50 "	"
" 11	West	56 "	"
" 12	South-west	52 "	"
" 13	West	56 "	Commencing improvements of harb at the Laprairie wharf.
" 14	South-west	59 "	Dull day.
" 15	South	62 "	Fine day.
" 16	South-west	70 "	"
" 17	West	66 "	"
" 18	"	66 "	Big storm of hail and rain.
" 19	North-west	58 "	Fine day.
" 20	"	48 "	"
" 21	"	54 "	"
" 22	South	64 "	"
" 23	"	64 "	Cloudy; rain.
" 24	North	46 "	Dull day.
" 25	South-west	54 "	"
" 26	South	53 "	Fine day.
" 27	North	52 "	Dull day.
" 28	East	55 "	Fine day.

WEATHER REPORT FOR 1898.—*Continued.*

Date.	Wind (at 6 to 9 a.m.)	Temperature (at 6 to 9 a.m.)	Remarks.
ɔt. 29..	West	64 above	Fine day.
' 30..	South	64 "	"
t. 1..	South-west	68 "	"
' 2..	West	66 "	"
" 3..	South	66 "	Dull day.
" 4..	"	72 "	Fine day.
" 5..	North-east	52 "	Dull day.
" 6..	"	49 "	Fine day.
" 7..	South-west	53 "	"
" 8..	South-west	50 "	Dull day.
" 9..	West	48 "	Fine day.
" 10..	North	38 "	"
' 11..	South	56 "	Rainy day.
12..	North-west	57 "	Dull day.
13..	South-east	42 "	"
14..	North	39 "	"
15..	North-east	36 "	Snow flurry; rainy.
16..	North	36 "	Fine day.
17..	"	34 "	"
18..	East	34 "	"
19..	"	42 "	Dull day.
20..	"	40 "	Fine day.
21..	North-east	42 "	Dull day.
22..	South	58 "	"
23..	South-east	52 "	"
24..	West	50 "	Fine day.
25..	"	52 "	"
26..	South	55 "	Rainy day.
27..	South-west	40 "	Dull day.
28..	East	33 "	Cloudy day.
29..	South-east	32 "	Fine day.
30..	East	34 "	Dull day.
31..	North-west	33 "	Fine day.
1..	West	34 "	Fine day.
2..	South-east	47 "	Dull day.
3..	West	40 "	Fine day.
4..	"	46 "	"
5..	South	50 "	Fair day.
6..	South-west	40 "	Fine day.
7..	West	36 "	"
8..	South-west	47 "	"
9..	East	35 "	"
10..	North	30 "	Heavy snowstorm during night.
11..	North-east	30 "	Fair day.
12..	West	28 "	Fine day.
13..	North-east	30 "	Fair day.
14..	East	34 "	Snowing; cloudy day.
15.	South	24 "	Cloudy day.
16..	West	40 "	Fine day.
17..	North-west	32 "	Foggy day.
18..	South-west	34 "	Fair day.
19..	East	39 "	Foggy weather.
20..	West	34 "	Fine day.
21..	East	37 "	"
22..	North-east	33 "	"
23..	West	34 "	Dull day.
24..	"	30 "	Fair day.
25..	North-east	20 "	Snowstorm.
26..	North-west	16 "	Fine day.
27..	West	20 "	"
28..	North-west	25 "	SS. "Guildhall" left at 7 a.m., last steamer for sea.
29..	South-east	24 "	Fine day; (men started to close ramps.)
30..	East	29 "	Mild day.
1..	West	34 "	Fair day.
2..	"	32 "	Fine day.
3 .	South	27 "	Foggy.
4..	West	32 "	Fine day.
5..	North-east	30 "	Snowing.

WEATHER REPORT FOR 1898—*Concluded.*

Date.	Wind (at 8 to 9 a.m.)	Temperature (at 8 to 9 a.m.)	Remarks.
Dec. 6..	West	24 above	Fine day.
" 7..	"	27 "	"
" 8..	"	26 "	Light snow.
" 9..	"	18 "	Cloudy day.
" 10..	North-west	25 "	Dull day.
" 11..	West	16 "	" ("Longueuil" at winter quarters.)
" 12..	North-east	Zero	Fine day.
" 13..	West	4 below	"
" 14..	South-west	12 "	Snowing.
" 15..	North-east	2 "	Fine day.
" 16..	"	10 above	Fair day.
" 17..	South-east	32 "	"
" 18..	South	30 "	Mild day.
" 19..	West	8 "	Fine day.
" 20..	"	17 "	Sleet.
" 21..	South-east	31 "	Dull day.
" 22..	"	36 "	"
" 23..	West	33 "	Fine day.
" 24..	"	36 "	"
" 25..	"	35 "	" (Christmas.)
" 26..	"	35 "	"
" 27..	South-east	30 "	Snowing.
" 28..	North-west	2 below	Fine day.
" 29..	West	Zero	Snowing.
" 30..	North-east	32 above	Dull day.
" 31..	West	4 "	"

T. BOURASSA,
Acting Harbour Master

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port the past ten years, with the dates of the greatest number in Port at one time.

Years.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigantines.	Tonnage.	Schooners.	Tonnage.	Total Number of Vessels.	Total Tonnage.	Number in Port.
1889..	522	763,783	8	11,293	49	33,982	4	1,239	11	2,356	101	9,882	695	823,165	39, Aug. 14
1890..	624	889,189	9	13,127	33	19,442	2	590	8	1,323	70	6,671	746	930,332	37, Sept. 3
1891..	631	903,043	11	16,113	15	11,054	1	149	9	2,127	58	6,171	725	938,657	46, Aug. 19
1892..	658	1,004,396	8	11,705	21	15,405	1	149	4	809	43	4,243	735	1,036,707	39, July 12
1893..	737	1,128,658	3	4,014	11	8,893	..	.....	5	1,856	48	8,356	804	1,151,777	42, July 19
1894..	684	1,079,313	3	4,324	14	9,609	..	.....	5	901	28	2,762	734	1,096,909	32, May 23
1895..	592	1,055,611	1	1,545	9	7,714	..	.....	7	1,689	31	2,827	640	1,069,386	25, June 18
1896..	669	1,200,543	5	7,350	6	4,003	..	.....	9	2,052	20	2,520	709	1,216,468	37, July 29
1897..	752	1,368,395	..	.....	8	3,958	..	.....	7	1,745	29	4,904	796	1,379,002	40, July 28
1898..	830	1,567,436	2	3,023	12	10,031	..	.....	5	1,478	19	2,104	868	1,584,072	42, Aug. 1

T. BOURASSA,
Acting Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port from the Maritime Provinces the past ten years.

Year.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigantines.	Tonnage.	Schooners.	Tonnage.	Total Number of Vessels.	Total Tonnage.
1889.	184	174,076	...	.....	1	998	....	.	3	441	52	4,668	240	179,183
1890.....	252	235,722	....	.....	...	..	....	.....	1	170	42	3,714	295	239,606
1891.....	272	260,702	....	.....	2	1,462	....	.....	2	520	29	3,067	305	266,751
1892....	289	275,040	....	.....	3	2,215	1	149	2	340	36	2,214	331	280,958
1893.....	333	324,188	....	.....	....	.....	1	169	...	....	34	2,577	368	326,934
1894....	349	362,945	....	.....	3	2,323	....	.....	4	609	23	2,230	379	362,107
1895	256	296,256	...	.....	....	.....	....	....	5	1,070	30	2,734	291	300,060
1896.....	252	292,880	....	.....	1	178	...	...	4	734	15	1,188	272	294,981
1897.....	298	364,936	....	.....	....	..	....	.....	2	376	31	1,051	311	366,363
1898. ...	327	372,274	....	.....	....	.....	....	...	..	....	14	1,397	341	373,671

T. BOURASSA,
Acting Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage of Inland Vessels that arrived in Port the past ten years, with the greatest number in Port at one time.

Years.	Number of Vessels.	Tonnage.	Greatest Number in Port at one Time.
1889	5,847	1,069,709	187—15 Aug.
1890	5,162	966,959	167—20 Oct.
1891	5,268	1,119,484	151— 7 Sept.
1892	5,200	1,049,600	159— 6 Aug.
1893	5,244	1,153,600	158—25 July.
1894	4,666	979,809	172—20 May.
1895	4,498	943,717	165—20 July.
1896	4,832	1,004,117	160—11 June.
1897	6,384	1,134,346	200—30 July.
1898	6,941	1,807,892	216—12 Aug.

T. BOURASSA,
Acting Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the dates of the Opening and Closing of Navigation, first arrival from sea, and the last departure for sea, the past ten years.

Years.	Opening of Navigation.	Closing of Navigation.	First Arrival from Sea.	Last Departure for Sea.
1889	April 14	Dec. 29	April 27	Nov. 23
1890	" 14	" 3	" 30	" 24
1891	" 17	" 17	" 27	" 21
1892	" 13	" 23	" 23	" 27
1893	" 24	" 4	May 3	" 23
1894	" 12	" 26	April 27	" 24
1895	" 20	" 6	" 27	" 25
1896	" 22	" 19	" 28	" 23
1897	" 17	" 19	" 30	" 24
1898	March 31	" 12	" 26	" 28

T. BOURASSA,
Acting Harbour Master.

PORT OF MONTREAL.

Statement showing the Nationality and Tonnage of Sea-going Vessels that arrived in Port during the Season of 1898, that were navigated by 32,323 Seamen.

Nationality.	Number of Vessels.	Tonnage.
British	779	1,489,240
Norwegian	69	84,953
American	14	7,412
Danish	1	1,548
Canadian	4	573
Swedish	1	346

T. BOURASSA,
Acting Harbour Master

PORT OF MONTREAL.

Number and Tonnage of Sea-going Vessels that were consigned to the following Merchants during the season of 1898.

No.	Name of Firms.	Steam.	Tonnage.	Sail.	Tonnage.	Total Vessels.	Total Tonnage.
1	Kingman & Co	212	257,058	.....	.....	212	257,058
2	H. & A. Allan	96	241,119	.....	.....	96	241,119
3	The R. Reford & Co.	95	199,066	.....	.....	95	199,066
4	Elder, Dempster & Co	65	188,397	.....	.....	65	188,397
5	D. Torrance & Co	54	174,023	.....	.....	54	174,023
6	McLean, Kennedy & Co	68	127,773	.....	.....	68	127,773
7	D. W. Campbell	33	87,982	.....	.....	33	87,982
8	Wm. Johnston & Co	24	64,206	.....	.....	24	64,206
9	Carbray, Routh & Co	30	40,478	.....	.....	30	40,478
10	Furness, Withy & Co	18	38,212	1	400	19	38,612
11	The Intercolonial Coal Co	28	34,514	1	190	29	34,704
12	Hy. Dobell & Co	38	27,598	.....	.....	38	27,598
13	James Thom	6	22,277	.....	.....	6	22,277
14	J. G. Brock & Co	16	18,464	6	447	22	18,911
15	Anderson, McKenzie & Co	6	10,822	7	7,232	13	18,054
16	The Imperial Government	3	11,775	.....	.....	3	11,775
17	T. R. McCarthy & Co	3	4,059	3	2,768	6	6,827
18	D. Robertson & Co	15	6,120	.....	.....	15	6,120
19	Masters	11	3,965	4	1,520	15	5,485
20	Eight others	9	9,528	16	4,079	25	13,607
	Total	830	1,567,436	38	16,636	868	1,584,072

T. BOURASSA,
Acting Harbour Master.

APPENDIX No. 3.

REPORT OF THE HARBOUR COMMISSIONERS OF TORONTO FOR THE YEAR ENDED 31ST DECEMBER, 1898.

FORTY-EIGHTH ANNUAL REPORT.

To the Commissioners of the Harbour of Toronto:

GENTLEMEN,—I have the honour to submit my Annual Report for the year 1898.

The harbour was clear of ice on the 16th May, having been frozen over for 82 days.

The ice formed on the 13th December, eleven days earlier than last year.

The first vessel to arrive, after navigation was open, was the S.S. "Lakeside," on the 13th March from St. Catharines, with passengers and cargo. The last to arrive was the schooner "Antelope," on the 6th December, with coal from Charlotte.

The stone hooker "Defiance," taking advantage of a thaw, reached the Queen's wharf from Port Credit on the 5th January with a part load of stone. This is the first mid-winter arrival in many years.

The number of arrivals at this port during the season was 3,393, as against 2,988 in 1897, being an increase of 405.

	1897	1898	Increase	Decrease	Tonnage 1897	Tonnage 1898
Propellers loaded.....	270	412	142			
" light.....	34	35	1		92,118	119,522
Steamers loaded.....	1,944	2,183	239			
" light.....	4	4			796,059	874,424
Sailing vessels loaded.....	707	746	39			
" light.....	29	13		16	66,402	78,546
	2,988	3 393			954,579	1,072,493

The trade of this port is, therefore, over two million tons register.

The number of vessels wintering in the port are 79, viz.: 20 steamers, 23 schooners, 10 propellers, 12 steam launches, 6 yachts, 2 barges, and 2 dredges, with their scows, in all about 13,159 tons register.

Cash receipts from all sources, including balance from last year, amount to $16,178.29.

Expenses of all kinds, including payment of $5,000 for five bonds which matured on 1st July, 1898, amount to $14,020.39, leaving cash balance of $2,153.90.

Coal receipts this year by water are 136,872 tons of Anthracite, and 24,166 tons of Bituminous coal, in all 161,038 tons, as against 128,217 tons in 1897. This increase of 32,821 tons is chiefly attributable to the importations of the Toronto Electric Light Co., who, for the first time have brought most of their coal by water. The total quantity of coal imported by rail and vessels, per returns from the custom-house, is as follows: Anthracite, 304,396; Bituminous, 358, 284½; total, 662,680½; as against 534,329 tons in 1897.

This has not been a good season for fruit, and keen railway competition has still further contributed to make a decrease of 275,691 packages compared with the returns of 1897.

Dredging has this year been chiefly confined to the eastern portion of the harbour where, as usual, channels had to be cut to the various coal docks; the approaches of last year being completely filled in during the winter and spring by freshets in the Don. The channel at the Queen's wharf being of sufficient depth to

accommodate the light draft vessels which enter the harbour from the west, there was no dredging done there this year; a considerable sum having been spent there in 1896. The Bathurst street and Garrison Creek sewers continue to deposit considerable quantities of solid matter in this channel, and these deposits should be removed by the city authorities as no doubt they will be in the spring.

The highest water during the year was 15 inches above zero on the 19th May, and the lowest was 9½ inches below zero on the 23rd December; average for the year is 3 inches above zero, or 8 inches higher than for 1897.

The Government engineer in charge of the harbour works at the eastern entrance reports as follows:

"During the past season 67,000 cubic yards of sand were removed from the eastern channel, giving a depth of water, over the portion dredged, of 17 feet 6 inches below zero of Harbour Commissioners' gauge.

"Three additional groynes were constructed west of the breakwater for the protection of the beach at Centre Island."

The foghorn was sounded on 21 days, viz., one in March, one in April, five in May, three in June, four in September, two in October, three in November, and two in December.

The eastern portion of the Queen's wharf has been partly rebuilt at a cost of $1,500 and is now in first rate condition. The front of the wharf was also repaired. The deck of the wharf and portions of the breakwater south of the channel are in need of repairs and will require attention in the spring.

The old water gauge at the Queen's wharf has been replaced, under the supervision of the engineer, by a modern one with brass indicator and fittings, and more accurate readings can now be taken than were possible before.

An automatic gauge has been erected by the Meteorological Department, under the supervision of Mr. Napier Denison; it proves of great value in recording the fluctuations in the water levels which vary from hour to hour, and which can only be accurately recorded by a self-registering gauge.

The lamps were lighted for the first time in the year on the 15th March, and were discontinued on 5th December. The buoys were placed out on the 6th April and were taken up on the 3rd December.

The schooner "W. Y. Emery," Captain A. Baird, reached port on the 12th October in a damaged condition, having been dismasted in a gale off Charlotte; she had a cargo of soft coal for the Toronto Electric Light Co. This is the only disaster to the Toronto fleet during the year.

It is satisfactory to know that the ship building industry in this city is prosperous. Several barges have been launched during the year from the Bertram ship yard, also the handsome steamer "Toronto" for the Richelieu and Ontario Navigation Company, and the yards have been kept quite busy.

The deepening of the St. Lawrence canals and the improvements to the harbour of Toronto, which it is believed will be made by the Dominion Government during next season, are full of promise to the marine commerce of this city, and a prosperity, our port has not enjoyed for many years, may be confidently expected. The importance of our port would be greatly enhanced by the construction of a commodious dry-dock, in an easily accessible location.

The proposal to designate the wharves and piers of the city by numbers instead of by the names of streets and owners has been generally approved, but the plan has been only very partially adopted. Attachment to old and familiar names becomes strong by long habit, and it is only slowly that a new plan can be introduced.

The River Don continues, industriously and insidiously, its destruction of our harbour, and until a dam is placed across the channel, and the stream directed towards the lake, this injury will be perpetuated in ever annually increasing proportions.

I am, gentlemen,
Your obedient servant,
COLIN W. POSTLETHWAITE,
Harbour Master.

TORONTO HARBOUR WORKS.

TORONTO, 5th January, 1899.

SIR,—I have the honour to report, that after due advertisement, a tender w received from Messrs. McNamee & Simpson for dredging in the harbour during t past season, the prices being at the rate of 12c. per cubic yard for dredging in t harbour, and 15c. at the western channel.

The quantities dredged were as follows:

	Cubic Yards.
Elias Rogers & Co.'s Wharf, Parliament Street	3,618
Entrance to same and Princess Street Wharf.	8,889
Elias Rogers & Co.'s Wharf, Church Street.	194
Medler & Arnott's Wharf	467
Adamson's Wharf.	467
Conger & Co.'s Wharf	376
Church Street, entrance channel	1,595
Dickson & Eddy's Wharf.	564
West Market Street Slip	2,820
P. Burns & Co's. Slip, Princess Street	2,165
Total	21,155

There was no dredging done at the western channel during last season, as the water level of Lake Ontario continues low—at present 5 inches below ze dredging will be required during the ensuing season.

Eight tenders were received, after due advertisement, on the 17th of Febru for sundry repairs at the east end of the Queen's wharf, and for capping and wa on the front of the wharf, the lowest being that of Andrew Duffin. The rep were completed in a satisfactory manner before the opening of navigation.

The new gauge at the Queen's wharf was tested on the 23rd of June, and zero now corresponds with the steel plate on the front of the wharf.

An automatic gauge was also placed in the storm signal house by the Domi Public Works. The zero corresponds with that placed at the eastern chan being about eighteen inches below the harbour zero.

I remain,
Your obedient servant,

KIVAS TULLY,
Engineer.

A. B. LEE, Esq.,
Chairman Toronto Harbour Commissioners.

SECRETARY of the Toronto Harbour Trust in account with the Commissioners for the year ended 31st December, 1898.

DR. GENERAL BALANCE SHEET. CR.

	$ cts.		$ cts.
Wharf property	43,073 72	Debentures (unmatured)	10,000 00
Elevator	10,250 00	Profit and loss	46,069 53
Office furniture	591 91		
Cash in bank	2,138 25		
Cash in till	15 65		
	56,069 53		56,069 53

We have examined the books and vouchers and have compared the Balance Sheet, as above, with the said books, &c., and we certify the same to be correct, and to represent a true statement of the affairs of the Trust at this date, the 31st December, 1898.

W. R. HARRIS,
S. BRUCE HARMAN,
Auditors.

ARTHUR B. LEE, *Chairman.*
J. T. MATTHEWS,
W. A. GEDDES,
J. J. GRAHAM,
EDWARD HANLAN,
Commissioners.

COLIN W. POSTLETHWAITE,
Harbour Master.

TORONTO, 3rd January, 1899.

RECEIPTS and Expenditure of the Toronto Harbour Trust for the year 1898.

RECEIPTS.	$ cts.	EXPENDITURE.	$ cts.
Cash in bank, 1st January	517 09	Charges for 2 years	700 00
Cash in hand "	14 91	Bonds matured	5,000 00
Canadian Pacific Railway	5,000 00	Premium and interest	625 00
Harbour dues	9,899 31	Lights, buoys and beacons	235 69
City of Toronto, for dredging	645 41	Insurance	153 00
" " placing buoys	66 67	Salaries	1,740 00
Rents, boat-sites at Don	18 00	General repairs	1,504 74
Interest on deposits	8 90	Printing and stationery	80 23
SS. "Bothnia," damages	8 00	Office expenses and rent	778 90
		Dredging	2,769 48
		Interest on overdraft	32 35
		Tools	5 00
		Paid Ontario Government for water lots	20 00
		Engineer's fees	80 00
		Solicitor's fees	300 00
		Cash in bank	2,138 25
		Cash in hand	15 65
	16,178 29		16,178 29

Audited and found correct,

W. R. HARRIS,
S. BRUCE HARMAN,
Auditors.

TORONTO, 3rd January, 1899.

Dr. Profit and Loss. Cr

	$ cts.		
Charges for 2 years	700 00	Balance per ledger	39,
Premium and interest	625 00	Harbour dues	9,
Light buoys and beacons	169 02	Canadian Pacific Railway	5,
Insurance	153 00	Rent of boat sites, Don	
Salaries	1,740 00		
General repairs	1,496 74		
Printing and stationery	80 23		
Interest on overdraft	23 45		
Office expenses and rent	778 90		
Tools	5 00		
Dredging	2,124 07		
Ontario Government for water lots	20 00		
Engineer's fees	80 00		
Solicitor's fees	300 00		
Balance to credit, profit and loss	46,069 53		
	54,364 94		54,

Audited and found correct,

W. R. HARRIS,
S. BRUCE HARMAN,
Audi

TORONTO, 3rd January, 1899.

Statement of Accounts in Detail.

1898.		$ cts.	
	Furniture Account.		
Jan. 1	Amount per ledger folio 490		
	Property Account.		
Jan. 1	Amount per ledger folio 488		43,
	Elevator Account.		
Jan. 1	Amount per ledger folio 488		10,
	General Repair Account.		
Feb.	Repairing cribwork at Queen's wharf	1,427 55	
"	Engineer's fees for same	70 04	
June	Repairing water gauge at Queen's wharf	5 15	
			1,
	Charges.		
Jan.	Commissioners' and auditors' fees, 1897	400 00	
Dec.	" " 1898	300 00	
			7
	Lights, Buoys and Beacons.		
Dec.	Gas for Queen's wharf lighthouses	44 28	
"	Placing and lifting buoys, per contract	50 00	
"	Cedar poles and shaping spar buoys	23 10	
"	R. Lewis & Son, chain and shackles	27 74	
"	St. Lawrence foundry, 7 mushroom anchors	41 29	
"	J. Whitworth, repairing chains	15 50	
"	H. J. Brown, taking bearings of buoys	5 00	
"	Capt. Hall, taking soundings	9 00	
"	Sundries, petty cash	19 78	
			2

Statement of Accounts in Details—*Concluded.*

		$ cts.	$ cts.
	Salaries.		
Dec. —	C. W. Postlethwaite, harbour master	1,020 00	
Dec.	Capt. W. Hall, deputy harbour master	720 00	
			1,740 00
	Insurance Account.		
Jan. 21	Premium on lighthouses and elevator		153 00
	Printing and Stationery.		
Feb. 1	Arcade Printing Co., annual reports, etc.	15 00	
May 12	Notices to mariners	3 50	
" 12	Copp, Clark & Co., letter paper	10 50	
Sept. 29	Arcade Printing Co., receipt book	7 50	
Nov. 22	" printing engineer's report	27 75	
" 22	Petty cash, ink, pens and stamps	15 98	
			80 23
	Dredging Account.		
April 1	Advertising for tenders	40 95	
" 1	McNamee & Simpson, as per contract	2,538 60	
" 1	Kivas Tully, engineer in charge	126 93	
" 1	Donald Macdonald, check clerk	63 00	
			2,769 48
	Office Expense Account.		
Dec. —	Rent of offices for 12 months	650 00	
"	" 2 telephones for 12 months	90 00	
"	Arcade Printing Co., printed forms	4 00	
"	Repairing stamp	2 00	
"	City directory	5 00	
"	Year's subscription for *Globe*	5 00	
"	Blue prints of maps with piers and wharfs	3 00	
"	Water work's rate at Queen's wharf	5 60	
"	Repairing office chair and desk	3 85	
"	Cleaning board room carpet	2 45	
"	Petty cash disbursements	8 00	
			779 90
	Interest Account.		
Nov. —	Interest on overdraft	32 35	
Dec. —	" deposit	8 90	
			23 45
	Premium and Interest Account.		
July 2	Interest on 15 harbour bonds	375 00	
Dec. 31	" 10 "	250 00	
			625 00
	Debenture Account.		
	Issued 35 bonds, $1,000 each	35,000 00	
	Paid at maturity, 25 bonds	25,000 00	
	To mature 10 bonds, $1,000 each		10,000 00
	Solicitor's Fees.		
Feb. —	For patent from Ontario Government, waterlot	20 00	
Dec. —	On account, for professional services for 3 years	300 00	
			320 00
	Engineer's Fees.		
June 9	For professional services at city hall, etc.	20 00	
Dec. 25	" " harbour report	50 00	
			70 00

COMPARATIVE STATEMENT.—Goods arrived per steamer and sailing vessel for t years 1897 and 1898.

Description of Goods.	1897.	1898.	Description of Goods.	1897.	189
General merchandise	14.198½	16,635	Fruit.....baskets.	555,088	277,7
Coal ..... tons.	128,217	161,038	" ..... bags.	15	....
Wood ..... cords.	.....	246	Fire bricks	23,400	100,9
Lake stone ..... toises.	1,847½	1,932½	Common bricks.....	150,000	.....
Building stone..... tons.	.....	595	Lumber.....	255,000	956,0
Moulding sand..... "	349	.....	Grain	100,040	37,8
Fruit ..... brls.	2,658	1,810	Sheep and hogs.....	27	
" ..... boxes.	12,958	15,458	Horses, cattle and vehicles....	176	1

COLIN W. POSTLETHWAITE,
Harbour Master.

TORONTO, 1st January, 1899.

APPENDIX No. 4.

REPORT OF THE QUEBEC HARBOUR COMMISSIONERS FOR THE YEAR ENDED 31st DECEMBER, 1898.

QUEBEC, 3rd January, 1899.

To the Honourable
L. H. DAVIES,
Minister of Marine and Fisheries,
Ottawa.

SIR,—In compliance with the requirements of the 38th Victoria, chapter 55, section 14, I have the honour to report as follows on the doings of the Quebec Harbour Commissioners for the year 1898:—

CHIEF ENGINEER'S REPORT.

The annexed report (marked A) from the chief engineer, Mr. St. George Boswell, conveys the usual information in relation to the harbour works, and the various additions and repairs made to them and the other properties of the commissioners during the year.

WHARFINGER'S REPORT.

The annexed report (marked B) from the wharfinger, Mr. P. Flynn, gives the usual information regarding the number of vessels using the Louise docks, and the surface traffic over this portion of the commissioners' property during the year 1898.

HARBOUR MASTER'S REPORT.

The annexed report (marked C) from the harbour master, Mr. James C. Sullivan, gives information regarding the opening and closing of navigation, formation of ice, disposal of ballast, &c. The commissioners are again able to record that during the past season no ballast from vessels has been allowed to be dumped into the harbour, all of it having been utilized in the commissioners' property.

At St. Thomas, where there is still a considerable discharge of ballast, commissioners employ the harbour master of that place to see that the regulations for the discharge of this ballast are strictly carried out, and that it is dumped into such selected places as will render it the least likely to wash into the channel way and form banks or other hindrances to navigation.

In the revision and codification that is now being made of the commissioners' laws, the same power as to ballast is being asked for the port of Quebec as now applies to the harbour, that is, to totally prevent its discharge into the river when it is considered necessary.

PREMISES LEASED.

No changes of any importance have taken place in this item during the past year, except that East India wharf formerly occupied by Messrs. G. M. Webster & Co., and the two large stores on it that had been occupied by Messrs. Verret, Stewart & Co. for the last forty years or more, remained unlet. Messrs. G. M.

Webster & Co. did not require this wharf, and Messrs. Verret, Stewart & Co. surrendered their stores through the retirement of Mr. B. Verret from business.

The wharf and the river frontage to it were utilized by the commissioners during the season to construct the cribs for the improvements that are being made along the river front.

Store No. 11 formerly occupied by Mr. Geo. Tanguay, was leased to Mr. W. Carrier.

REPAIRS TO PROPERTY.

The repairs to the wharfs and stores though costing considerably under the outlay of 1897, are yet still a considerable charge on the commissioners' revenue; but as careful attention is being given to them, it is hoped that this charge will show something less from year to year. This year the expenses, outside of taxes, insurance, etc., have been as follows :—

Pointe-à-Carcy wharf	$ 616 22
East India	148 16
Grand Trunk	42 75
Wellington	273 21
Atkinson's	458 90
Reynar's	92 46
	$1,631 70

See engineer's report for details.

ELECTIONS BY SHIPPING INTEREST AND BOARDS OF TRADE.

At the meeting of the commissioners held on the 8th of August, certificates were received from the shipping interest, advising that the Honourable John Sharples, M.L.C., and Felix Carbray, Esq., M.P.P. had been elected as their representatives on the commission for the ensuing term of three years. Honourable Mr. Sharples' was a re-election, and Mr. Carbray replaced Mr. R. H. Smith who had declined renomination owing to the impaired state of his health. The Commissioners have, with regret to record that, since this election, their late confrère Mr. R. H. Smith, who had given a faithful and continuous service as one of the representatives of the shipping interest for some fourteen years, has passed away, universally regretted by all classes of the community.

On the same date (8th August), letters were received from the Secretary of the Board of Trade of Quebec, informing that the Honourable R. R. Dobell, P.C., M.P., had been re-elected as their representative on the commission for the ensuing term of three years, and from the Secretary of the Board of Trade of Lévis, stating that Julien Chabot, Esq., had been re-elected as their representative on the commission for the same period.

The composition of the Board is now as follows :—

J. B. Laliberté, Esq., Chairman; Narcisse Rioux, Esq.; Honourable R. R. Dobell, P.C., M.P.; W. M. Macpherson, Esq.; Honourable John Sharples, M.L.C.; Doscithée Arcand, Esq.; Felix Carbray, Esq., M.P.P.; Harold Kennedy, Esq., and Julien Chabot, Esq.

ACTING CHAIRMAN.

During the absence in Europe of the chairman (Mr. J. B. Laliberté), Mr. Narcisse Rioux was the presiding officer, having been unanimously elected by the board as acting chairman.

REVISION AND CODIFICATION OF LAWS AND BY-LAWS.

This work, which was referred to in the report for 1897, and which it was then hoped would be got through with at the last session of parliament, had to be post-

poned for another year, but it is now completed and in the hands of the proper authorities, and the commissioners count on having it passed during the coming session. When this is done, the commissioners' work (especially their work and powers as "the pilotage authority") will be very materially benefitted and facilitated, and a number of valuable additions will be made to their acts.

HARBOUR IMPROVEMENTS—RIVER FRONT.

The Commissioners having been authorized by 61 Victoria, chapter 48, to issue first preference bonds to the extent of $350,000 for the purpose of constructing improvements in the harbour of Quebec, have made and disposed of a first issue of those bonds to the extent of $150,000, and are now with all possible rapidity pushing on the first section of these improvements to completion. They consist of making a certain extension to the breakwater that will make it readily accessible to railway communication, and increase its freight-shed accommodation; extending the present frontage of Pointe-à-Carcy wharf westward so as to give it 600 feet, and thus making it available for the largest vessels, and meeting a much needed want of the trade of the harbour, as the largest steamships will be able to come to or leave this wharf at any time of the tide without assistance and without delay. The expenditure on these improvements will be found in the statement giving the expenditure on capital account for 1898, and the chief engineer's report contains the details as to the work of construction.

CLEAR WATER SPACE.

Modifications have been made in the agreements with the Great North-Western Telegraph Company and the Bell Telephone Company regarding the use of this space by which no vessels can be held to be liable to these companies for damages through their anchors fouling and injuring the cables, if the vessels are in charge of a pilot; and if the vessels are not in charge of a pilot, then only are they liable when such an accident occurs through the wilful and culpable carelessness of her officers.

EXEMPTION OF HARBOUR DUES.

By a resolution passed on the 30th November, 1898, the commissioners agreed to grant exemption from all harbour dues for a period of five years to the first steamship company establishing a regular line to a European port or ports, making its terminal point at Quebec, with sailings not less frequent than once a fortnight during the season of navigation, and loading here full cargoes of grain and other produce from the Parry Sound or points on the Great Northern Railway; offer to remain open to the companies to the 1st of May, 1899.

By subsequent arrangement this was defined to consist of exemption from all harbour dues, moorage and top wharfage, with the exception of the charge of $\frac{1}{10}$ of 1 per cent on the value of the cargoes inwards and outward.

LENGTHENING OF THE LÉVIS GRAVING DOCK.

The commissioners have kept this important matter of lengthening this dock to at least 600 feet before the Dominion Government. Recently (on the 26th of November), they sent a letter to the Honourable the Minister of Public Works urging the immediate commencement of this work, so that the dock would have this increased length as early as possible during the next season of navigation. To this letter the commissioners received a very encouraging reply from the Honourable Mr. Tarte.

ADDITIONAL GRAVING DOCK ACCOMMODATION.

The commissioners would also point out the inadequacy of the present graving dock accommodation even with the Lévis dock extended as recommended in the pre-

vious paragraph, and would strongly urge upon the Government the imperative necessity of the immediate construction of a new dry dock capable of receiving the largest vessels now afloat or likely to be afloat for some years to come.

ICE CUTTING.

Fifty-five thousand and fifty-nine (55,059) blocks of ice, all for local use, have been cut during the winter of 1898–99, an increase of twelve thousand and nineteen (12,019) blocks, as compared with the cut of the previous year.

Care has been taken that all the ice cut for domestic uses be perfectly pure and taken from such localities in the harbour as have been selected after an analysis of the ice had been made.

To this report are annexed the various statements conveying the information yearly forwarded to your department in connection with the harbour, as also a complete statement of the commissioners' accounts for the year.

I have the honour to be, sir,
Your most obedient servant,

JAS. WOODS,
Secretary-Treasurer.

EXPENDITURE on Capital Account, year 1898.

—	$ cts.	$ cts.
Harbour Improvements, River Front—		
Breakwater extension	19,195 22	
Point-à-Carcy extension	30,242 14	
		49,437 36
Harbour Improvements, River St. Charles		2,056 83
Tools account		248 69
Steam crane dredge		708 81
		52,451 69

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 3rd January, 1899.

A.

HARBOUR ENGINEER'S OFFICE,
QUEBEC, 2nd January, 1899.

JAMES WOODS, ESQ.,
Secretary-Treasurer, Harbour Commission,
Quebec.

SIR,—I have the honour to submit herewith the following, with reference to the various works executed during the working season of 1898:—

NEW WORKS.

The increasing demand for additional accommodation for general cargoes determined the commissioners to provide a new and larger freight shed, with proper railway connection. The site selected for this shed was the southern or unoccupied end of the breakwater. The work in general consisted of the construction of a section

of cribwork 115 feet long, and 48 feet high, across the angle formed by the intersection of the breakwater with the tidal harbour quay wall, the laying down of some 1,500 feet of railway track, increasing the height of the southern half of the breakwater by three feet. The reconstruction of the carriage roadway and the sidewalk, between the breakwater and the new immigration building. The cutting down of the western face of the breakwater, for a length of 500 feet; and replacing the mooring posts, by wrought iron mooring rings. The construction of a freight shed 324 x 38 ft., framed in wood, with sheating covered with Canada plate.

In order to connect the new railway line with the existing tract along the face of the breakwater, formerly used in conjunction with the turn-table, it was necessary to cut through the old immigration building, in two places; this, although diminishing the total area of building, has not actually lessened the available freight room, as a large part of the building, formerly used for desinfecting purposes, has been converted into freight space. For use in connection with this shed, cattle gangways have been constructed, to extend through the shed from the railway cars to the ship, and a slip has been cut in the face of the wharf, to permit of loading through a vessel's side ports. Electric arc lights have also been installed in this building and on the wharf. This new freight shed was first used, for the reception of wood pulp, on 8th August last, and from then out to the close of the season, was fully utilized, and has proved a most efficient addition to the dock facilities.

SOUTHERN EXTENSION TO POINTE-À-CARCY WHARF.

Soundings for this work were taken through the ice in March last, and the construction of the first section of the work, being an extension of 350 feet in length south from the Pointe-à-Carcy wharf, was begun in the latter part of July. The foundation cribs have now reached an average height of 22 feet, and it is expected, that during the present winter sufficient progress will be made on these cribs, to permit of their being sunk early in the coming summer. Contracts for the supply of the timber required for this work, have been awarded, and the material is now being received.

PRINCESS LOUISE DOCKS.

The remaining wooden mooring posts on the quay wall of the tidal harbour have been replaced by cast iron ones. The ordinary repairs to buildings, railway tracks, carriage roadway, on the embankment and cross-wall have been executed, and the property maintained in good order. The crane dredge has been occupied during the season in removing the accumulated silt from the tidal basin; and has, since last May, dredged out 15,000 cubic yards of materials.

POINTE-A-CARCY.

The eastern end of this wharf, for a length of 230 feet, has been built up an additional height of four feet; the surface of the wharf graded off, and the roadways to the cold storage companies' buildings macadamized.

GENERAL.

The repairs and the renewals to the other properties of the commissioners consisted in painting and repairing the masonry of store No. 4; painting stores Nos. 7, 8 and 12; placing fenders on Wellington wharf; repairing the north face of Atkinson's wharf, damaged by ice during the winter of 1897-98; painting store No. 10 and weigh-house on Pruneau's wharf; repairing surface of wharf (Reynar) occupied by the Quebec Coal Co.; the construction of three fender blocks for the St. Lawrence face of the Pointe a-Carcy wharf, and a blacksmith's shop, situated on the Pointe-a-Carcy wharf.

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Care has been taken that all the ice cut for domestic uses be perfectly pure and taken from such localities in the harbour as have been selected after an analysis of the ice had been made.

To this report are annexed the various statements conveying the information yearly forwarded to your department in connection with the harbour, as also a complete statement of the commissioners' accounts for the year.

I have the honour to be, sir,
Your most obedient servant,

JAS. WOODS,
Secretary-Treasurer.

EXPENDITURE on Capital Account, year 1898.

—	$ cts.	$ cts.
Harbour Improvements, River Front—		
Breakwater extension	19,195 22	
Point-à-Carcy extension	30,242 14	
		49,437 36
Harbour Improvements, River St. Charles		2,056 83
Tools account		248 69
Steam crane dredge		708 81
		52,451 69

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 3rd January, 1899.

A.

HARBOUR ENGINEER'S OFFICE,
QUEBEC, 2nd January, 1899.

JAMES WOODS, ESQ.,
Secretary-Treasurer, Harbour Commission,
Quebec.

SIR,—I have the honour to submit herewith the following, with reference to the various works executed during the working season of 1898:—

NEW WORKS.

The increasing demand for additional accommodation for general cargoes determined the commissioners to provide a new and larger freight shed, with proper railway connection. The site selected for this shed was the southern or unoccupied end of the breakwater. The work in general consisted of the construction of a section

of cribwork 115 feet long, and 48 feet high, across the angle formed by the intersection of the breakwater with the tidal harbour quay wall, the laying down of some 1,500 feet of railway track, increasing the height of the southern half of the breakwater by three feet. The reconstruction of the carriage roadway and the sidewalk, between the breakwater and the new immigration building. The cutting down of the western face of the breakwater, for a length of 500 feet; and replacing the mooring posts, by wrought iron mooring rings. The construction of a freight shed 324 x 38 ft., framed in wood, with sheating covered with Canada plate.

In order to connect the new railway line with the existing tract along the face of the breakwater, formerly used in conjunction with the turn-table, it was necessary to cut through the old immigration building, in two places; this, although diminishing the total area of building, has not actually lessened the available freight room, as a large part of the building, formerly used for desinfecting purposes, has been converted into freight space. For use in connection with this shed, cattle gangways have been constructed, to extend through the shed from the railway cars to the ship, and a slip has been cut in the face of the wharf, to permit of loading through a vessel's side ports. Electric arc lights have also been installed in this building and on the wharf. This new freight shed was first used, for the reception of wood pulp, on 8th August last, and from then out to the close of the season, was fully utilized, and has proved a most efficient addition to the dock facilities.

SOUTHERN EXTENSION TO POINTE-À-CARCY WHARF.

Soundings for this work were taken through the ice in March last, and the construction of the first section of the work, being an extension of 350 feet in length south from the Pointe-à-Carcy wharf, was begun in the latter part of July. The foundation cribs have now reached an average height of 22 feet, and it is expected, that during the present winter sufficient progress will be made on these cribs, to permit of their being sunk early in the coming summer. Contracts for the supply of the timber required for this work, have been awarded, and the material is now being received.

PRINCESS LOUISE DOCKS.

The remaining wooden mooring posts on the quay wall of the tidal harbour have been replaced by cast iron ones. The ordinary repairs to buildings, railway tracks, carriage roadway, on the embankment and cross-wall have been executed, and the property maintained in good order. The crane dredge has been occupied during the season in removing the accumulated silt from the tidal basin; and has, since last May, dredged out 15,000 cubic yards of materials.

POINTE-A-CARCY.

The eastern end of this wharf, for a length of 230 feet, has been built up an additional height of four feet; the surface of the wharf graded off, and the roadways to the cold storage companies' buildings macadamized.

GENERAL.

The repairs and the renewals to the other properties of the commissioners consisted in painting and repairing the masonry of store No. 4; painting stores Nos. 7, 8 and 12; placing fenders on Wellington wharf; repairing the north face of Atkinson's wharf, damaged by ice during the winter of 1897-98; painting store No. 10 and weigh-house on Pruneau's wharf; repairing surface of wharf (Reynar) occupied by the Quebec Coal Co.; the construction of three fender blocks for the St. Lawrence face of the Pointe a-Carcy wharf, and a blacksmith's shop, situated on the Pointe-a-Carcy wharf.

The cross-wall draw-bridge was operated for the first time on 13th April.

The entrance gates to the wet dock were shut for the first time on 1st May, and remained in operation until 26th November. The cross-wall draw-bridge was operated for the last time on 7th December, and the Inner basin was frozen over on 9th December.

The entrance gates were not opened for the morning tide of the 8th, and evening tide of the 11th September; the tide on the above dates not having risen sufficiently high for the purpose.

I have the honour to be, sir,
Your obedient servant,

ST. GEORGE BOSWELL,
Chief Engineer.

B.

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, 3rd January, 1899.

James Woods, Esq.,
Secretary-Treasurer,
Harbour Commission, Quebec.

SIR,—I have the honour to submit the following with reference to the traffic of the Louise docks and wharfs.

During the past season forty-three (43) ocean mail steamships, of one hundred and thirty thousand three hundred and thirty-six (130,336) tons register, used the docks for landing immigrants, baggage, &c., and three thousand two hundred and seventy-nine (3,279) tons of Quebec and western freight.

Nineteen (19) steamships, of fifty thousand three hundred and forty-four (50,-344) tons register, lightered eight hundred and sixty-seven (867) tons of Quebec freight and landed their immigrants.

Twenty-four (24) steamships, of twenty-four thousand three hundred and fifteen (24,315) tons register used the docks, discharging their full cargoes of coal of forty-seven thousand, two hundred and eighty-eight (47,288) tons.

Ten (10) sailing ships of eleven thousand and sixty-six (11,066) tons register, have used the docks, discharging their full cargoes of coal of twelve thousand four hundred and twenty-six (12,426) tons.

Forty-eight (48) schooners and barges, of four thousand five hundred and forty (4,540) tons register, have used the docks, discharging their full cargoes of coal of seven thousand and fifty-six (7,056) tons.

Fifteen (15) steamers of twenty three thousand five hundred and ninety-eight (23,598) tons register have used the docks to load their full cargoes of timbers and deals.

Seven (7) sailing vessels of six thousand two hundred and eleven (6,211) tons register have used the docks loading their full cargoes of timber and deals.

Thirty-two (32) steamships of eighty-three thousand eight hundred and eighty-eight (83,888) tons register have used the docks loading part cargoes of timber and deals.

One (1) sailing ship of twelve hundred and seventy-one (1,271) tons register used the docks loading part cargo of deals, &c.

Five (5) steamships of sixteen thousand two hundred and thirty-two (16,232) tons register have used the docks, loading two thousand six hundred and twenty (2,620) heads of cattle and completing their cargoes with deals, &c.

Eight (8) steamships of sixteen thousand one hundred and seventy-nine (16,179) tons register have used the docks, discharging four thousand nine hundred and thirty-seven (4,937) tons of salt.

One (1) sailing ship of six hundred and ninety-nine (699) tons register has used the docks, discharging her full cargo of eight hundred (800) tons of salt.

Eleven (11) steamships of thirty-five thousand nine hundred and eighty-two (35,982) tons register have used the docks, loading five thousand six hundred and thirty-six (5,636) tons of wood pulp.

Sixteen (16) Gulf port steamships of fifteen hundred and sixty-eight (1,568) tons register used the docks, landing two hundred and thirty-nine (239) tons of freight.

Sixteen (16) Gulf port steamships of fifteen hundred and sixty-eight (1,568) tons register used the docks loading five hundred and thirty tons (530) of freight.

Three (3) sailing ships of nine hundred and one (901) tons register have used the docks, discharging their full cargoes of five hundred and twenty-eight (528) tons of molasses.

The surface traffic has required the employment of three thousand three hundred and eighty-three (3,383) railway cars.

IMMIGRATION TRAFFIC.

During the past season the different ocean mail steamships landed six thousand three hundred (6,300) steerage passengers at the immigration station, Louise docks, who were forwarded to their future homes by the Canadian Pacific Railway Company.

No record has been kept of the cabin passengers.

The following vessels, who had suffered accidents on their outward trips, were accommodated in the Louise basin, where they, in some cases, having discharged the whole or portion of their cargoes, after repairs were made, reloaded and proceeded to sea:—

SS. "Livonian."
SS. "Milwaukee."
SS. "Krim."
SS. "Montpellier."
Bk. "C. W. Janes."
Sch. "Queen of the Lakes."

Twenty-eight (28) schooners of twenty-six hundred and forty (2,640) tons register, used the docks landing seven hundred and thirty-five (735) cords of pulp wood.

Twenty-six (26) schooners of twenty-four hundred and thirty (2,430) tons register, have used the docks, discharging twenty-five thousand three hundred and four (25,304) ties.

Two hundred and fifty-six (256) barges and one hundred and forty (140) schooners have paid moorage during the season.

There are wintering on the embankment seventy-five thousand five hundred and thirty-one (75,531) Quebec standards of deals.

There are wintering in the wet dock one (1) propeller, two (2) steamers, three (3) ferry boats, three (3) tow boats, sixteen (16) schooners, ten (10) batteaux, thirteen (13) barges and four (4) pontoons.

In the tidal basin there are eight (8) tow boats, four (4) schooners, three (3) steamers, one (1) steamship, one (1) brig, three (3) light ships, seven (7) batteaux.

There is stored in the cross-wall shed No. 13, three hundred and fifty-nine (359) tons of salt, and in the new store on the breakwater four hundred (400) tons of wood pulp, all of which has to be cleared at the opening of navigation.

I have the honour to be, sir,
Your most obedient servant,

P. FLYNN,
Wharfinger.

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, 3rd January, 1899.

JAMES WOODS, Esq.,
Secretary-Treasurer Harbour Commission,
Quebec.

SIR,—I have the honour to submit the following report with reference to the harbour of Quebec for 1898:—

An ice bridge formed in front of the city on the 22nd of January, caused by a jam of floating ice between St. Joseph de Lévis and the St. Charles River; it broke up and the river cleared on the 10th of April.

The ice in the wet dock and the tidal basin broke up on the 12th of April.

The ice on the St. Charles River and north channel broke up and cleared on the 15th of April.

The first sailing vessel arrived from the Lower St. Lawrence on the 12th of April.

The first passenger steamer, the "Canada," from Montreal arrived on the 19th of April.

The first ocean steamer, the "Scotsman," with passengers and freight, arrived in port on the 25th of April.

The first ocean mail steamer the "Lake Ontario" arrived in port on the 28th April.

The first sailing vessel from sea was Bktine "Maggie," with a cargo of sugar; she arrived in port on the 16th of May.

The buoys marking the fly bank channel were placed on the 13th of May.

The limits of the clear water space are indicated at night by red lights and in daytime by sign boards.

Seventeen ballast ships (17) discharged five thousand one hundred and seventy-nine (5,179) tons of ballast into the commissioners' properties, subdivided as follows:

Breakwater	2,410	tons.
Point-à-Carcy	545	"
Custom house pond	1,510	"
Wet dock	500	"
New siding, Louise basin	214	"
	5,179	"

The cost of obtaining this ballast has been four hundred and twenty-nine dollars and fifty cents ($429.50), or about $8\frac{5}{16}$ cents per ton.

No ballast was thrown into the river during the past season.

The harbour regulations have been distributed to all vessels using the harbour during the season of navigation and the carrying of them out carefully attended to.

Winter regulations have also been distributed to all vessels wintering in the Louise basin and wet dock.

In addition to the routine work of the harbour and office one hundred and niney-three (193) steamers and thirty-six (36) sea-going sailing vessels have been berthed in the Louise docks.

H. M. S. "Renown," "Indefatigable," "Talbot," and U. S. cruiser "Marblehead" arrived in port on the 21st of September and anchored in the harbour.

The last sea-going vessel to leave port was bark "Vimera" on the 15th of November.

The last passenger steamer to the Saguenay and way ports left on the 15th of November.

The last ocean steamer to arrive in port was the "Guildhall" on the 21st of November.

The last passenger steamer between Quebec and Montreal left on the 25th of November.

The last ocean mail steamer, the "Gallia," left port on the 23rd of November.

The last ocean freight steamer, the "Guildhall," left port on the 28th of November.

The ice in the tidal basin and wet dock formed on the 9th of December.

The ice in the St. Charles River formed on the 14th of December.

The floating ice in the harbour to date has been very light.

Notices have been posted in suitable localities warning parties from discharging rubbish of any kind in the harbour, and every precaution is being taken to prevent any violation of the regulations of the commissioners in that respect.

I have the honour to be, sir,
Your obedient servant,

JAS. C. SULLIVAN,
Harbour Master.

QUEBEC HARBOUR COMMISSION.

COMPARATIVE STATEMENT of the revenue of the Commissioners for the years 1897–98.

—	1897.	1898.	Difference in 1898.	
	$ cts.	$ cts.	$ cts.	
Tonnage dues	14,352 87	12,609 69	1,743 18	Decrease.
Import "	3,246 78	3,442 73	195 95	Increase.
Export "	5,631 69	3,858 82	1,772 87	Decrease.
Harbour "	2,406 17	2,275 98	130 19	"
Property earnings	47,789 22	45,640 50	2,148 72	"
Interest	450 21	1,591 93	1,141 72	Increase.
Interest and premium on bonds	.....	3,550 27	3,550 27	"
Beach and deep water lots	1,397 90	1,301 75	96 15	Decrease.
Sundries	6 25	4 80	1 45	"
	75,281 09	74,276 47	1,004 62	"

REVENUE AND EXPENDITURE.

DR.

1898.		$ cts.	$ cts.
Dec. 31	To Tonnage dues		12,609 69
	Import "		3,442 73
	Export "		3,858 82
	Harbour "		2,275 98
	To Property Earnings—		
	Louise docks, wharfs and stores under lease	31,795 02	
	Due by and charged to the Dominion Government for ground occupied for immigration purposes	13,845 48	
			45,640 50
	To Beach and Deep Water Lots		1,301 75
	To Interest Account—		
	Accrued interest and premium received on issue of $150,000 of first preference bonds	3,550 27	
	Twelve months' interest on account current in La Banque Nationale	1,591 93	
			5,142 20
	To Sundries		4 80
			74,276 47

CR.

1898.		$ cts.	$ cts.
Dec. 31	By Office salaries including the engineering expenses and cost of superintending the new works in course of construction		8,769 80
	Schooner reporters' salaries		405 00
	Legal expenditure		576 53
	Revision of laws		700 00
	Notarial expenditure		63 70
	Property expenditure, taxes, insurance, repairing and maintaining Louise docks, wharfs and stores		18,724 71
	Dredging in the tidal harbour		1,961 78
	Commissioners' fees		2,615 00
	Harbour master's service		189 20
	Bonus pilot Chouinard		100 00
	Range lights		80 00
	Auditors for 1897		200 00
	Report and annexures for 1897		406 00
	Harbour master, St. Thomas, reporting ballast vessels		50 00
	Charbonneau & Ouimet, gratuity for raising batteau		50 00
	Quebec gas company		74 03
	Bell telephone company		60 00
	Snow removal		75 00
	Guarantee policies for secretary and bookkeeper		60 00
	Placing and removing buoys		50 00
	Dr. Beaupré, for examining old pilots		20 00
	Printing, stationery, advertising, drawing materials and sundries		1,627 82
	Six months' interest to the 1st January, 1899, on $150,000 of first preference bonds at 4 per cent		3,000 00
	Balance composed as follows:—		
	Surplus of receipts from customs and earnings of Louise docks, wharfs and stores, over working expenses for 1898	20,572 42	
	Due by and charged to the Department of the Interior for rental of ground occupied for immigration purposes in 1898	13,845 48	
			34,417 90
			74,276 47

HARBOUR COMMISSIONERS OFFICE,
Quebec, 3rd January, 1899.

JAS. WOODS,
Secretary-Treasurer.

BALANCE SHEET OF 31ST DECEMBER, 1898.

DR.

	$ cts.	$ cts.
To amount at debit of grantees beach and deep water lots		42,343 67
Amount at debit of sundries for rent, wharfage, etc		6,718 73
Unsettled claims against the Dominion Government		181,647 07
Breakwater wharf		225,563 08
Point-à-Carcy "		288,907 40
East India "		48,552 99
Grand Trunk "		15,740 32
Wellington "		86,541 85
Reynar's "		9,918 29
Atkinson's "		51,103 20
Point-à-Carcy deepening		86,275 36
Harbour improvement, River St. Charles		3,118,974 98
Harbour Improvements river front—		
Breakwater extension	19,195 22	
Point-à-Carcy "	30,242 14	
		49,437 36
Cash—		
On hand	1,901 25	
On deposit	146,775 11	
		148,676 36
Hopper barge	5,609 28	
Steam crane dredge	5,055 21	
		10,664 49
Office furniture		3,591 97
Jackscrews account		394 87
Anchor "		264 38
Tools "		2,666 99
Timber "		1,601 46
Broken stone		743 27
Bills receivable		290 00
Suspense Account—		
Rents for November and December	1,541 70	
Arrears of interest to the 24th of December, on beach and deep water grants	984 24	
		2,525 94
		4,383,144 03

CR.

	$ cts.	$ cts.
By beach and deep water lots		56,239 64
Receiver General		43,380 00
Quebec Harbour debentures		3,612,802 42
First preference bonds		153,000 00
Outstanding accounts		3,310 03
Profit and loss		514,411 94
		4,383,144 03

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 3rd January 1899.

JAS. WOODS, *Secretary-Treasurer.*

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission to the 31st December, 1898, and that this balance sheet is correct.

L. A. BERGEVIN,
ALEX. J. MESSERVEY. } *Auditors.*

STATEMENT of Assets and Liabilities, per Balance Sheet of Date.

1898.	ASSETS.	$ cts.	$ cts.
Dec. 31.	Real estate—		
	Breakwater wharf	225,563 08	
	Point-à-Carcy wharf	288,907 40	
	East India "	48,552 99	
	Grand Trunk "	15,740 32	
	Wellington "	86,541 85	
	Atkinson's "	51,103 20	
	Reynar's "	9,918 29	
			726,327 13
	Harbour Improvements—		
	River St. Charles	3,118,974 98	
	Deepening of the inside face of Point-à-Carcy wharf	86,275 36	
			3,205,250 34
	Harbour improvements, river front—		
	Breakwater extension	19,195 22	
	Point-à-Carcy	30,242 14	
			49,437 36
	Cash—		
	On hand	1,901 25	
	On deposit	146,775 11	
			148,676 36
	In *re* beach and deep water lots—		
	Capital at debit sundries	36,451 83	
	Arrears of interest to 24th June	5,891 84	
	" " 24th December	984 24	
			43,327 91
	Office furniture	....	3,591 97
	Rents, wharfage, &c.—		
	Due by sundries as per balance sheet	6,718 73	
	Rentals for November and December	1,541 70	
			8,260 43
	Dominion Government for unsettled claims		181,647 07
	Hopper barge	5,609 28	
	Steam crane	5,055 21	
			10,664 49

1898.	LIABILITIES.	$ cts.	$ cts.
Dec. 31.	Quebec Harbour debentures	3,612,802 42	
	Receiver General	43,380 00	
	First preference bonds	150,000 00	
	Six months' interest on first preference bonds, to 1st January, 1899	3,000 00	
	Outstanding accounts	3,310 03	
			3,812,492 45
	Surplus, composed as follows—		
	Beach and deep water lots	56,239 64	
	Profit and loss	514,411 94	
			570,651 58

Jackscrews on hand		394 87				
Anchors "		264 38				
Timber "		1,601 46				
Broken stone "		743 27				
Tools		2,666 99				
Bills receivable		290 00				
		4,383,144 03				4,383,144 03

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 3rd January, 1899.

JAS. WOODS, *Secretary-Treasurer.*

We hereby certify that we have examined the books and statement of assets and liabilities of the Quebec Harbour Commission for the year 1898, and that we have found them the same in all particulars the true position of the Trust at that date.

QUEBEC, 28th January, 1899.

L. A. BERGEVIN,
A. J. MESSERVEY, } *Auditors.*

QUEBEC, 28th January, 1899.

To the Chairman and Commissioners, Quebec Harbour Commission:

GENTLEMEN,—We beg respectfully to report that we have audited the books and vouchers of the commission for the year 1898, and we are pleased to state that we have found everything perfectly correct and in very good order.

We beg to tender our sincere thanks to the secretary for his courtesy and all the facilities which he has given us.

We have the honour to be, gentlemen,
Your obedient servant,

L. A. BERGEVIN,
A. J. MESSERVEY.

APPENDIX No. 5.

REPORT OF THE HARBOUR COMMISSIONERS OF BELLEVILLE, FOR THE YEAR ENDED 31ST DECEMBER, 1898.

BELLEVILLE, 12th January, 1899.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—The harbour commissioners of the city of Belleville, beg to submit herewith a statement of the receipts and expenditure in connection with the harbour for the year ending 31st December, 1898.

The report of the harbour master for the year is also inclosed.

It will be observed by the report of Mr. W. W. Lee, (also inclosed) that a good deal of work has been done in the harbour during the past season. Advantage was taken of the working of the dredge in the harbour to utilize the material taken up, in the continuation of the western embankment, and also in the construction of the roadway to the island. The sum expended on the latter work represents one-half of the cost of construction, the city contributing the other half. The work is of a substantial character, and will, no doubt, prove of great benefit to the harbour. It has been carried out upon the plans recommended by the Government engineers.

Excellent work has been done by the dredge in the harbour in removing obstructions and in deepening and straightening the channels.

I have the honour to be, sir,
Your obedient servant,

GEORGE WALLBRIDGE,
Chairman Board of Harbour Commissioners, City of Belleville.

DOMINION OF CANADA,
Province of Ontario,
County of Hastings,
To Wit:

IN the matter of the Report of the Harbour Commissioners of the city of Belleville, for the year ending 31st December, 1898.

I, GEORGE WALLBRIDGE, of the city of Belleville, in the county of Hastings, merchant, do solemnly declare that:

1. I am chairman of the harbour commissioners of Belleville.
2. That annexed hereto is a statement of the receipts and expenditures of the harbour commissioners of Belleville for the year ending 31st December, 1898.
3. That the said statement is true and correct as therein set forth.
4. That nothing is wilfully ommitted therefrom which should be stated therein, or improperly inserted therein, to the best of my knowledge, information or belief.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of "The Canada Evidence Act, 1893."

Declared before me at the city of Belleville, in the county of Hastings, this 16th day of January, A.D. 1899.

GEO. WALLBRIDGE.

G. MASSON,
A Notary Public.

Statement of the Receipts and Expenditure of the Harbour Commissioners of Belleville, Ontario, for the year ending 31st December, 1898.

Dr. Receipts.	$ cts.	$ cts.	Cr. Expenditure	$ cts.	$ cts.
Harbour dues collected during the year, as per harbour master's report		[illegible]	[illegible]		[illegible]
Rent from small house on river bank	[illegible]		[illegible]	[illegible]	
Less allowance for repairs	[illegible]	[illegible]	[illegible]	[illegible]	
			[illegible]		[illegible]
			[illegible]	[illegible]	
			[illegible]		[illegible]
			[illegible]	[illegible]	
			[illegible]		[illegible]
			[illegible]	[illegible]	
			[illegible]	[illegible]	
			[illegible]	[illegible]	
			[illegible]	[illegible]	
			[illegible]		[illegible]
		[illegible]	[illegible]		[illegible]
		[illegible]			[illegible]

BELLEVILLE, ONT., 11th January, 1899.

GEO. WALLBRIDGE, Esq.,
Chairman Harbour Commissioners,
Belleville, Ont.

SIR,—I beg to report the work done in harbour improvements during season of 1898, as follows, viz.:—

A very substantial embankment was built on the east side of River Moira, commencing at a point marked on the survey of 1890, made by the Public Works Department, as the "New Ferry Slip," and running direct to the head of the island, thus connecting the mainland to the island and forming a continuous river bank to the southerly end of the island. The embankment is finished twenty feet in width on top, and was made up of material dredged from harbour, the coarse material being used on the river side of embankment, so that it is fairly well "rip-rapped." There are also two culverts in the embankment, each 25 feet wide, thus the circulation of the water is maintained in the "inner harbour."

The river wall on the west side of River Moira was also extended some 60 feet, being curved westward, around Ashery Point, from this point a heavy embankment was built extending in a south-westerly direction towards the line of "boom" cribs. The river side of this embankment is well "rip-rapped," the whole being made with material dredged from the harbour.

The heavy "shoal" off Ashery Point has been dredged, thus connecting the upper rock cut in river to the outer or main dredged channel. It is felt that with the confining of the stream, by the building of the above mentioned embankment on the east side of river, connecting the mainland to the island, together with the embankment as an extension to the river wall on the west side of the river; that the chances of damages from freshets or ice jams will be very materially reduced. With further reference to embankment on west ride of river, I would draw your attention to the fact that only part of this embankment is complete, the balance is however built above ordinary water level, and it is important that it should be completed during the season of 1899. All of which is respectfully submitted.

Yours truly,

W. W. LEE,
Engineer.

BELLEVILLE, 6th January, 1899.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—The undersigned Harbour Master of the city of Belleville begs to submit the following report for the year 1898:

Import dues on 11,519 tons coal less rebate on 60 tons transhipped			$ 1,148 90
Dues on	227	tons potters' clay	13 62
"	134	" salt	13 40
"	2½	" charcoal	0 25
"	38	" cement	3 80
"	1,214½	" merchandise	121 45
"	33,000	feet lumber	1 65
"	79	tons tomatoes	7 90
"	703	cords wood	35 15
"	4,000	bush. wheat	5 00
"	9,500	bush. corn	11 87
"	270,000	lath	3 37
			$1,366 36

Export dues on		logs, etc	$ 578 66
" " "	20,461	bushels rye	25 57
" " "	12,140	" barley	15 16
" " "	32,408	" pease	40 57
" " "	85,688	" oats	107 12
" " "	28,429	" wheat	35 54
" " "	6,325	" buckwheat	7 90
" " "	34	tons coal oil	3 40
" " "	489½	" merchandise	48 95
" " "	60,000	feet lumber	3 00
" " "	48,000	cubic feet timber	4 80
" " "	11	tons coal	1 10
" " "	50,000	brick	2 50
" " "	10,000	shingles	0 30
" " "	900	cubic yard stone	18 00
			$892.57

Dues collected during the season are as follows:

Total amount derived from imports	$1,366 36
Total amount derived from exports	892.57
Total	$2,258 93

The amount of dues collected show a slight increase over last year.

The dredging done along the docks last summer was a great benefit to the vessels entering and leaving the harbour with their cargoes.

All of which is respectfully submitted.

I have the honour to be, sir,
Your obedient servant,
D. COLLINS,
Harbour Master.

Dominion of Canada,
Province of Ontario, County of Hastings,
To Wit:

In the matter of the report of the harbour master of the city of Belleville, for the year ending 31st December, 1898.

I, Daniel Collins, of the city of Belleville, in the county of Hastings, harbour master, do solemnly declare that:

I am harbour master at the city of Belleville.

That my report hereunto annexed contains a true, correct and full statement of the revenue from the harbour at the city of Belleville for the year ending on the 31st day of December, 1898.

That the said report is in all other respects true and correct to the best of my knowledge, information and belief.

And I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of "The Canada Evidence Act of 1893."

D. COLLINS,
Harbour Master.

Declared before me at the city of Belleville, in the county of Hastings, this 16th day of January, 1899.

G. MASSON,
A Notary Public.

APPENDIX No. 6.

REPORT OF THE HARBOUR COMMISSIONERS OF THREE RIVERS FOR THE YEAR ENDED 31ST DECEMBER, 1898.

HARBOUR COMMISSIONERS' OFFICE,
THREE RIVERS, 10th March, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Three Rivers, to forward herewith, for the information of the Honourable the Minister of Marine, statements of receipts and disbursements of the commission for the year ended 31st December, 1898; also, a statement of the navigation of the port during the same year.

A comparative statement of exports and imports for 1897 and 1898, with a summary review of our present commercial transactions, will follow in a few days.

I have the honour to be, sir,
Yours very respectfully,

GEORGE BALCER,
Secretary.

Receipts and Disbursements of Harbour Commission of Three Rivers for the year 1898.

RECEIPTS.

Months.	Collections of Harbour Dues.									Proceeds From		
	Commissioner's Office.					Custom-house.						
	Tonnage dues on vessels.	On Goods. Inwards.	On Goods. Outwards.	Commutation.	Rent of wharf and moorage.	Tonnage dues.	On Goods. Inwards.	On Goods. Outwards.	Moorage dues.	Sale of debentures.	Notes issued.	Other sources.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
January	10 60	113 23	...	18 00	...	...	...	...	...	...	...	...
February	...	...	...	...	...	...	...	...	...	...	...	...
March	...	...	...	...	...	...	...	...	...	...	...	...
April	3 95	14 90	...	3 00	...	...	...	...	...	...	...	...
May	13 68	15 54	1 00	1 50	0 90	...	...	...	...	...	...	...
June	62 24	1 14	17 42	5 00	0 30	300 00	400 00	500 00	...	...	...	...
July	28 77	25 58	5 92	4 50	2 25	...	...	...	...	...	Interest.	58 75
August	27 91	5 08	11 84	...	8 10	600 00	800 00	900 00	...	...	...	...
September	26 61	10 85	104 40	231 96	7 90	...	...	...	...	25,000 00	...	...
October	11 96	7 45	8 82	1 50	1 35	...	...	...	...	...	...	...
November	5 99	31 20	7 33	531 33	3 00	...	...	...	...	10,000 00	Dept. of P. W.	1,295 36
December	208 80	...	122 70	74 30	7 50	1,241 70	552 15	617 67	139 90	...	Interest.	87 50
	400 51	224 97	279 43	871 09	31 30	2,141 70	1,752 15	2,017 67	139 90	35,000 00	...	1,441 61

Recapitulation.

Commissioners' Office—		
Tonnage dues	$ 400 51	
Harbour dues, inwards	224 97	
" outwards	279 43	
Commutation	871 09	
Rent of wharf and moorage	31 30	
		$ 1,807 30
Custom-house—		
Tonnage dues	$ 2,141 70	
Harbour dues, inwards	1,752 15	
" outwards	2,017 67	
Moorage dues	139 90	
		$ 6,051 42

	36,441 61	
Deposit in bank and cash, 1st January, 1898	7,148 23	
Total receipts		$ 51,448 56

RECEIPTS and Disbursements of Harbour Commission of Three Rivers, &c.—*Concluded.*

DISBURSEMENTS.

Months.	Expenses for Administration.						Disbursements Chargeable to						
	Current expenses.	Salaries and commissions	Rent.	Printing and stationery	Travelling and other expenses.	Refunds.	Engineer's Office.	Repairs and general harbour expenses.	Construction account.	Plants and tools.	Property account.	Interest account.	Divers Sinking Fund.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts
January..	63 04	135 93	36 00	...	...	...	...	3 00	...	...	...	1,012 50	202 50
February..	23 15	123 33	...	...	...	...	...	4 25	...	...	...	...	...
March....	12 00	123 33	...	...	6 45	...	2 50	8 05	195 15	...	...	...	...
April.....	22 77	83 33	36 00	...	...	...	...	61 90	20 00	...	...	11 85	...
May.....	24 47	413 33	...	...	...	...	...	74 67	38 30	...	...	...	...
June....	20 73	123 33	...	...	...	...	...	159 98	715 82	2 75	...	...	...
July.....	46 44	123 33	...	15 40	...	191 76	3 55	42 25	359 85	2,650 27	...	1,023 30	202 50
August...	20 50	123 33	50 00	...	...	...	...	50 31	2,190 65	...	...	0 60	...
September	23 06	123 33	...	...	...	305 81	...	74 21	5,577 69	9 00	2,783 90	13 25	...
October...	27 94	123 33	50 00	...	...	...	...	38 87	1,986 50	762 10	4 90	...	...
November.	38 28	123 33	...	...	...	...	...	141 90	2,183 46	...	23 25	10 80	...
December.	46 56	308 10	...	68 78	11 00	...	...	68 56	2,386 45	...	...	...	...
	368 99	1,927 33	172 00	84 18	17 45	497 57	6 05	727 95	15,653 87	3,424 12	2,812 05	2,072 30	405 00

RECAPITULATION.

ADMINISTRATION—			
Current expenses	$ 368 99		
Salaries and commissions	1,927 33		
Rent	172 00		
Printing and stationery	84 18		
Travelling and other expenses	17 45		
Refunds	497 57		
		$ 3,067 52	
DISBURSEMENTS—			
Engineer's office	6 05		
Repairs and general harbour expenses	727 95		
		734 00	
Construction account	$ 15,653 87		
Plants and tools	3,424 12		
Property account	2,812 05		
		21,890 04	
Interest on debentures	2,072 30		
Sinking fund	405 00		
		2,477 30	
			$ 28,168 86
Deposit in bank and cash, 31st December, 1898			23,279 70
			$ 51,448 56

STATEMENT of Number and Tonnage of Sailing Vessels and Steamers entered Inward and Outward at the Port and Outports of Three Rivers for the year 1898.

OCEAN TRAFFIC.

Return of Vessels Inwards.	No.	Tons.	Return of Vessels Outwards.	No.	Tons.
Total arrivals	43	71,264	Total departures	43	71,264
Classification and nationalities—					
Steamers	40	67,354	British and Canadian	39	65,857
Sailing vessels	3	3,910	Norwegian	3	3,685
			Russian	1	1,722
	43	71,264		43	71,264

PORT OF THREE RIVERS.

Arrived from.			Cleared for.		
Inland ports	13	27,324	Great Britain	18	31,479
Great Britain	7	12,106	Lower ports	6	6,422
Lower Provinces	8	8,411	Inland ports	6	9,709
Italy	1	1,806	Antwerp	1	4,486
Belgium	1	1,776	Australia	1	1,319
France	1	1,123			
Germany	1	869			
	32	53,415		32	53,415

OUTPORTS—BATISCAN.

Steamers	4	5,741	Great Britain	4	5,741
Sailing vessels	1	1,722	Argentine Republic	1	1,722
	5	7,463		5	7,463

LAKE ST. PIERRE—PIERREVILLE, LOUISEVILLE.

Steamers	6	10,386	Great Britain	6	10,386

UNITED STATES TRAFFIC.

	Number.	Tonnage.
United States canal boats	444	43,553
Canadian barges	12	1,567
Total	456	45,120

STATEMENT of Number and Tonnage of Sailing Vessels and Steamers entered Inward and Outward at the Port and Outports of Three Rivers for the year 1898—*Concluded.*

INLAND TRAFFIC.

	Number.	Tonnage.
Bateaux not registered	214	.....
Schooners	8	558
Barges	58	6,422
Steamboats and tugs	132	17,178
Total	412	24,158

RECAPITULATION.

Port of Three Rivers, sea-going vessels	32	53,415
Outports—Batiscan "	5	7,463
" Lake St. Pierre "	6	10,386
United States traders	456	45,120
Coasting traders	412	24,158
Total	911	140,542

N.B.--Richelieu and Ontario Co. steamers, local and market steamers not included.

HARBOUR COMMISSIONERS' OFFICE,
THREE RIVERS, QUEBEC, 5th April, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to forward to-day the remainder of my report, consisting in a comparative statement of exports and imports for the port and district of Three Rivers, during the years 1897 and 1898

In thus completing the annual general report of the Three Rivers Harbour Commissioners,

I have the honour to be, sir,
Yours very respectfully,

GEORGE BALCER,
Secretary.

THREE RIVERS HARBOUR COMMISSIONERS' REPORT FOR 1897 AND 1898.

COMMISSIONERS:

ALEX. HOULISTON, Esq., Chairman.	GEORGE BALCER, Secretary.
NAP. E. LAJOIE, Esq.	HENRY E. HART, Esq.
ARTHUR OLIVIER, Esq.	P. A. DROLET, Esq.

COMPARATIVE Statement of Exports and Imports for the port and district of Three Rivers for the years ending 31st December, 1897 and 1898.

	1897	1898
Aggregate volume of direct foreign trade.	$1,633,037	$1,785,180
Divided in:		
Exports	1,441,350	1,174,666
Imports	191,687	610,514

as against a total of $1,773,630 in 1896—the normal situation of the last half decade is fully maintained, and the vitality of our trade, the value and importance of the resources of this section of the country once more established.

Not that certain factors have neglected exercising their hurtful influence in some quarters and upon some of our best products—confirming with renewed evidence our views as to the necessity of extending our efforts in more than one direction—but our resources, as a whole, are gradually developing into new forms of trade, replacing with singular advantage the old-timed custom of merely disposing of our raw materials, of ignoring the theory of manufacturing, or wilfully neglecting the value of specialties, of leaving unemployed the immense and second to none powers of our numerous streams, keeping dormant the latent forces and hidden treasures of many other sources of traffic and of wealth.

The development of our agriculture and improvement of our live stock, the products of our dairy industry, for instance—the latter estimated over half a million dollars—have already fully repaired the loss and replaced one of the most important of our former staples, hay. The output of our new and gigantic manufacturing

to a certain extent in last year's imports. And each of these articles, and many other besides, can only increase in quantity from year to year.

As to the facilities and conveniences of our port to meet the exigencies of modern shipping, the harbour of Three Rivers is now in a position to accommodate any traffic. Vessels up to 30 feet draft can easily reach our wharfs; no disturbing tide, no labour organization to hamper operations. The always moderate, but even lately reduced tariff for harbour and tonnage dues is about the lowest on record. The latest addition of some 400 feet of new cribwork and the filling up of new ground, forming a frontage for larger ocean craft of over 1,500 feet and surface space to the extent of about 300,000 feet square—all under direct control of the harbour commissioners and exclusive of the accommodation offered by private wharf property and shipping grounds—will be at the disposal of the trade. Warehouses, with storing capacity of 3,000 tons are ready to receive goods; a modern plant "Decauville" for quicker despatch and economical transport from, or to any point of the harbour and along side the vessel, of all kinds of freight is also at the disposal of the shipper. Electric lights allowing loading and unloading during night as well as during day time, are placed on every wharf. In fact the port, in every respect, is well prepared and ready for business.

The following is a summary Statement of the Exports :—

—	1897.		1898.	
	Quantity.	Value.	Quantity.	Value.
		$		$
To the United States :—				
Lumber, M. ft. B. M	28,500	270,850	19,500	135,500
" other	.....	35,825	.....	13,120
Pulp wood, cord	50,800	189,500	55,600	204,900
Pulp	.....	170,025	.....	130,200
Produce of the field and farm	.....	25,030	.....	35,050
" " mines	.....	111,950	.....	94,480
Other manufactures and produce	.....	7,290	.....	7,230
Household effects	.....	7,840	.....	13,850
Articles not the produce of Canada	.....	.....	(Sulphur)	30,100
		818,310		664,430
To Great Britain :—				
Lumber, M. ft. B.M	43,556	569,578	38,750	430,000
Pig iron	.....	1,200	.....	1,800
Mineral water	.....	800	.....	1,000
		571,578		432,800
To France :—				
Lumber, M. ft. B. M	232	2,835	2,295	24,380
Pig iron	.....	1,050	.....	2,200
		3,885		26,580
To Germany :—				
Furs	.....	630	.....	1,416
Pig iron	.....	1,300	.....	1,400
		1,930		2,816
To Austria :—				
Pig iron	.....	11,750	.....	.....
To Belgium :—				
Pig iron	.....	450	.....	.....
To Holland :—				
Lumber, M. ft. B.M.	.....	.....	2,500	27,000
To Spain :—				
Mineral water	.....	50	.....	.....
To South America :—				
Lumber, M. ft. B.M	2,227	22,920	1,440	12,500
To Australia :—				
Lumber, M. ft. B.M	866	10,477	779	8,540

The following is a summary Statement of the Imports:—

——	1897	1898
	$	$
From the United States:—		
Plants, hardware and machinery	53,530	318,969
Metal	6,925	17,660
Chemicals	690	2,602
Sulphur	.....	9,890
Fire brick, sand, clay	3,995	9,104
Coal	11,025	10,831
Bread stuff and provisions	8,900	14,498
Cotton and woollen goods	9,300	15,420
Fancy goods	1,890	2,448
Leather and leather goods	5,680	9,962
Other manufactured articles	6,290	9,833
Wood and manufactures of	4,890	10,358
Raw hides and skins	1,000	378
" tobacco	1,800	3,141
Divers	4,230	9,361
Settlers' effects	19,225	24,006
	139,350	468,467
From Great Britain:—		
Cotton and woollen goods	6,500	6,720
Dress and fancy "	3,300	3,230
Other manufactured "	1,373	1,070
	11,173	11,020
From France:—		
Books and stationery	1,120	1,060
Church bells and ornaments	1,050	1,145
Dress and fancy goods	880	1,430
Articles for glove manufacture	510	280
Divers	315	325
Material "Decauville"	.....	2,420
Wine and brandy	515	535
	4,390	7,195
From Italy:—		
Sulphur (2,880 tons)	.....	63,700
From Germany:—		
Leather and articles for glove manufacture	1,025	2,295
Furs	625	1,970
Scientific instruments	.....	640
Divers	290	135
	1,940	5,040
From Austria:—		
Leather	358	.....
Furs	309	901
	667	901
From Holland:—		
Gin	2,197	3,009
From Spain:—		
Wine	.....	140
From Newfoundland:—		
Pulp wood	.....	42
From Lower Provinces:—		
Coals	32,000	51,000

RECAPITULATION.

—	1897.	1898.
	$	$
Exports to—		
United States	818,310	664,430
Great Britain	571,578	432,800
France	3,885	26,580
Germany	1,930	2,816
Austria	11,750	.....
Belgium	450	.....
Holland	.....	27,000
Spain	50	.....
South America	22,920	12,500
Australia	10,477	8,540
Total Exports	1,441,350	1,174,666
Imports from—		
United States	139,350	468,467
Great Britain	11,173	11,020
France	4,390	7,195
Italy	.....	63,700
Germany	1,940	5,040
Austria	667	901
Holland	2,167	3,009
Spain	.....	140
Newfoundland	.....	42
Lower Provinces	32,000	51,000
Total Imports	191,687	610,514
Grand total for "direct" transactions	1,633,037	1,785,180

GEORGE BALCER,
Secretary.

HARBOUR COMMISSIONERS OFFICE,
THREE RIVERS, 10th March, 1899.

STATEMENT of Number and Tonnage of Sailing Vessels and Steamers entered Inward and Outward at the Port and Outports of Three Rivers for the two years 1897 and 1898.

OCEAN TRAFFIC.

INWARDS.	1897.		1898.		OUTWARDS.	1897.		1898.	
	Number.	Tonnage.	Number.	Tonnage.		Number.	Tonnage.	Number.	Tonnage.
Total arrivals	49	79,689	43	71,264	Total departures	49	79,689	43	71,264
Steamers	42	72,930	40	67,354	British and Canadian	44	74,425	39	65,857
Sailing vessels	7	6,759	3	3,910	Norwegian	5	5,264	3	3,685
					Russian			1	1,722
	49	79,689				49	79,689	43	71,264

PORT OF THREE RIVERS.

ARRIVED FROM					CLEARED FOR				
Inland Ports	18	30,568	13	27,324	Great Britain	29	53,606	18	31,479
Great Britain	10	20,039	7	12,106	Lower Ports	2	2,364	6	6,422
Lower Provinces	6	4,934	8	8,411	Inland "	4	2,570	6	9,709
Italy			1	1,806	Belgium			1	4,486
Belgium			1	1,776	Australia	1	1,511	1	1,319
France	1	1,498	1	1,123					
Germany			1	869					
Madeira	1	3,012							
	36	60,051	32	53,415		36	60,051	32	53,415

OUTPORTS—BATISCAN.

Steamers	3	4,680	4	5,741	To Great Britain	5	6,788	4	5,741
Sailing vessels	2	2,108	1	1,722	Argentine Republic			1	1,722
	5	6,788	5	7,463		5	6,788	5	7,463

LAKE ST. PETER—PIERREVILLE, LOUISEVILLE.

Steamers	6	11,425	6	10,386	To Great Britain	7	12,562	6	10,386
Sailing vessels	2	1,425			France	1	288		
	8	12,850	6	10,386		8	12,850	6	10,386

STATEMENT of Number and Tonnage of Sailing Vessels and Steamers entered Inward and Outward at the Port and Outports of Three Rivers for the two years 1897 and 1898—*Concluded.*

UNITED STATES TRAFFIC.

	1897.		1898.	
	Number.	Tonnage	Number.	Tonnage.
United States canal boats	561	52,742	444	43,553
Canadian barges	5	535	12	1,567
	566	53,277	456	45,120

INLAND TRAFFIC.

Boats not registered	140	.....	214	.....
Schooners	9	786	8	558
Barges	62	6,424	58	6,422
Steamboats and tugs	200	20,660	132	17,178
	411	27,870	412	24,158

RECAPITULATION.

Port of Three Rivers—Sea-going vessels	36	60,051	32	53,455
Outports—Batiscan "	5	6,788	5	7,463
" Lake St. Peter "	8	12,850	6	10,386
United States Traders	566	53,277	456	45,120
Coasting "	411	27,870	412	24,158
	1,026	160,836	911	140,542

N.B.—Richelieu and Ontario Companies Steamers and local and market steamers not included.

Receipts.	1897.		1898.	
Commissioner's Office—				
Tonnage dues	$ 643 52		$ 400 50	
Harbour dues—Inwards	675 28		224 97	
" " Outwards	233 50		279 47	
Commutation	1,250 00		871 00	
Rent of wharf and moorage	254 57		31 30	
		$ 3,056 77		$ 1,807 30
Custom-house—				
Tonnage dues	$ 2,304 92		$ 2,141 70	
Harbour dues—Inwards	880 35		1,752 15	
" " Outwards	2,311 51		2,017 67	
Moorage dues	90 63		139 90	
		5,677 41		6,051 42
Total collection		8,734 18		7,858 72
Proceeds from—				
Sales of debentures			$ 35,000 00	
Interest on deposit			146 25	
Divers			1,295 36	
				36,441 61
Deposit in bank and cash— 1st January, 1897 and 1898		5,754 90		7,148 23
Total receipts		14,489 08		51,448 56

Disbursements.	1897.		1898.	
Administration—				
Current expenses	$ 361 58		$ 368 99	
Salaries and commissions	1,650 31		1,927 33	
Rent	197 00		172 00	
Printing and stationery	113 02		84 18	
Travelling and other expenses	193 05		17 45	
Refunds	47 01		497 57	
		$ 2,561 97		$ 3,067 52
Disbursements—				
Engineer's office	9 65		6 05	
Repairs and general harbour expenses	590 36		727 95	
		600 01		734 00
Construction account	1,546 37		15,653 87	
Plants and tools			3,424 12	
Property account			2,812 05	
		1,546 37		21,890 04
Interest on debentures	2,025 00		2,072 30	
Sinking fund	607 50		405 00	
		2,632 50		2,477 30
Deposit in bank and cash— 31st December, 1897 and 1898		7,340 85		28,168 86
		7,148 23		23,279 70
		14,489 08		51,448 56

GEORGE BALCER,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
THREE RIVERS, 16th January, 1899.

APPENDIX No. 7.

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY FOR THE YEAR ENDED 31st DECEMBER, 1898.

NORTH SYDNEY, C. B., 13th January, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to hand you herewith inclosed the annual report of the North Sydney Harbour Commissioners, together with financial statement, report of shipping and total coal shipments for the year ending 31st December, 1898.

Your obedient servant,

WM. HACKETT,
Secretary.

NORTH SYDNEY, C. B., 13th January, 1899.

To the Honourable Sir L. H. DAVIES, M.P.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—In accordance with the provision of 42 Victoria, chapter 30, the commissioners for the harbour of North Sydney beg to submit their annual report for the year ending 31st December, 1898.

We have much pleasure in reporting a steady increase in the trade of the port, and the outlook for the future is most encouraging.

During the past year the Railway Department extended the Intercolonial Railway to a deep water terminus on this harbour, and the rapidly growing traffic must be very gratifying to the railway management. A fine passenger and cargo steamer connects the Intercolonial Railway at this point with the Newfoundland Railway at Port au Basque, Newfoundland, making three trips a week, and we understand the business has already grown to such an extent that it will be necessary to place another boat on this route in the near future.

In order that the harbour may be made more easy of access and for the safety and guidance of shipmasters making the port, we have been urged to request that an automatic buoy be placed off the entrance to the harbour.

Shipmasters contend, and rightly so, that Cranberry Head being about two miles inside Flat Point the fog-whistle on this head is no guide to vessels coming in from the eastward or south-east, but with an automatic buoy placed two and a half or three miles off Flat Point they could get their bearings and make the harbour in any weather.

We note from copies of former reports forwarded your department that the extension of the breakwater has been urged, and as the necessity for this extension

quite apparent in order that protection may be afforded the shipping at the piers, e commissioners would be pleased if permission be given to extend said work cording to plan as soon as the material can be secured.

Your obedient servants,

J. W. GORDON,
J. J. McDONALD,
WM. HACKETT.
Harbour Commissioners.

Number, tonnage and classification of vessels that arrived at this port during e year ending 31st December, 1898. Navigated by 23,223 seamen.

	Number	Tonnage.
Ocean-going steamships	524	537,275
Coasting "	165	39,112
Ships	4	5,625
Barques	42	25,715
Brigantines	22	3,631
Schooners	888	71,041
	1,645	682,399

Coal shipments for year 1898:

General Mining Association, Ltd.	243,600
Dominion Coal Company	1,118,241
North Sydney Mining Co.	6,000
	1,367,841

WM. HACKETT,
Secretary Harbour Commissioners.

HARBOUR COMMISSIONERS, Port of Pictou, N. S., in account with Henry G. Ives, Secretary.

1898.		$ cts.	1898.		$ cts.
Jan. 11..	To Lifting 7 buoys and placing winter buoy at lighthouse, 15th December, 1897	37 50	Jan. 11..	By Balance received from D. Sutherland per acct	188 52
Feb. 2..	Tug "Elsie," placing buoy in harbour, 8th June, 1897	2 50	July 16..	Cheque from Department Railways $2,721 50	
Mar. 29..	R. Dawson & Son, acct	1 60		Less costs 221 50	
Apr. 16	Mell. McDonald, bushes for East River	4 00			2,500 00
May 5..	James Datton, painting and caulking buoys	4 00	" 30..	Wharfage on outside buoys	7 00
" 14..	Thomas Fraser, bushing West River	8 00	Dec. 31..	Amount placed to credit of commissioners by Collector of Customs for 1898	732 12
" 14..	Steamer "Diamond," bushing channel to East River, and putting out harbour buoys and lifting winter buoys	23 00			
" 10..	Pumping buoy	1 00			
July 2..	John McRae, bushing Middle River	8 00			
" 16..	Deposit receipt No. 89151, Bank of Nova Scotia	2,500 00			
" 16..	Pumping buoy	1 00			
" 16..	Telegram to Ottawa	0 58			
" 30..	Wm. Livingston, bushing East River	15 00			
" 30..	" replacing bushes, East River	5 00			
" 30..	" removing hull from harbour, N. Glasgow	12 00			
Aug. 1..	Pumping buoy	1 00			
Sept. 2..	Alex. McMillan's acct	1 35			
Oct. 24..	Hall & Head, painting frame	5 00			
Nov. 5..	Telephones, N. Glasgow	0 30			
Dec. 28..	Lifting harbour buoys and putting out spit buoy	37 50			
" 29..	Repairs to wharf, New Glasgow	8 57			
" 29.	Joseph Graham, wharfinger, N. Glasgow	25 00			
" 29..	Harbour master's expenses and boat-hire for season	5 00			3,427 64
" 31..	Secretary's salary	108 33			
" 31..	Balance in Bank of Nova Scotia	612 41	Dec, 31..	By Amount to credit of commissioners in Bank of Nova Scotia	612 41
		3,427 64			

PICTOU, 31st December, 1898.

HENRY G. IVES,
Secretary.

APPENDIX No. 9.

REPORT OF THE PILOTAGE AUTHORITY OF MONTREAL FOR THE YEAR ENDED 31st DECEMBER, 1898.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE, MONTREAL, 10th February, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal as the pilotage authority, to transmit, for the information of the Honourable the Minister of Marine and Fisheries, the following report of the pilotage district of Montreal for the year ended 31st December, 1898.

The accompanying statement gives the names, earnings, etc., of all the pilots for the past season, and shows an increase of almost $10,000 as compared with 1893, during which year the largest previous earnings were made, viz., $69,307.86.

The total amount of pilotage dues, as therein shown, was received from the following services, namely:—

BRITISH.

Steamships	$72,810 13	
Sailing vessels	933 61	
		$73,743 74

FOREIGN

Steamships	$ 5,264 05	
Sailing vessels	239 46	
		$ 5,503 51
Total		$79,247 25

At the time of making the last annual report, the pilotage commission, appointed by the Government to inquire into the alleged grievances of the pilots, was sitting, and it was hoped would make its report in time for the Government to act upon it during the then approaching season of navigation. This, however, was not realized, and in consequence no changes in the pilotage by-laws and regulations took place.

Before the opening of the season all the Montreal shipping firms were, as usual, asked in writing if they desired to avail themselves of the privilege of employing pilots on special service during the season, as provided for in by-law 109, the terms of which were to be strictly carried out, in order to do justice to the general service or tour de rôle pilots upon whom the by-laws had borne somewhat severely in recent years.

In June complaints were lodged by members of the tour de rôle against special pilots Edouard Perrault and Célestin Brunet for violating by-law 109, by each piloting vessels belonging to two different lines. After a careful inquiry into both of the complaints, that against Mr. Brunet was dismissed, on the understanding that he would thereafter pilot only the Gulf ports colliers in the propor-

tion of one and a half vessels, or the Transatlantic Dene line for not more than thirty single trips, for both of which Messrs. Carbray, Routh & Co were agents.

Mr. Perrault was convicted of the charge and fined twenty dollars, but was granted a writ of certiorari by the Superior Court and the conviction was quashed on the 19th December, chiefly on the ground that by-law 109 does not prohibit the act set forth in the conviction, whereof the pilot was declared guilty, or any of the acts done in connection with the steamship "Carlisle City," for the piloting of which the complaint was lodged.

A copy of the judgment was forwarded last month for the information of the Honourable the Minister, and it is hoped it will have his early consideration, as showing the difficulties under which the Pilotage Authority works with the present by-laws.

Early in October representations through the department were received, suggesting the suspension or amendment of this by-law 109, so as to allow a few special pilots of large Transatlantic vessels to continue service with their respective lines beyond the thirty pilotages to which each individual pilot was limited.

These representations were at the instance of the Marine Underwriters' Association and the Board of Trade Council, which saw danger in vessels of large size being transferred to less experienced pilots at the end of the season when the water was reaching a lower stage and the weather more uncertain.

At a conference the tour de rôle pilots' attorney assented to the wishes of the few agents, who stated that their pilots would slightly exceed the limit of thirty trips, and it was found unnecessary to make any change in the by-law so late in the season.

The question of the reasonably fair division of the whole pilotage work has been a difficult one for many years back, and it is to be hoped will be shortly solved, either by confirmation of the present arrangement, modified possibly in some measure in view of the experience gained last season, or by no restriction whatever being imposed on vessel agents in the matter of what pilot or pilots they shall employ, or on pilots that they shall serve in any fixed rotation.

In addition to the cases of Messrs. Brunet and Perrault above mentioned, complaints were also lodged against several other pilots for transgressing by-law 109, but all were dismissed as not borne out by the evidence.

On 29th March, pilot Zéphirin Bouillé, 69 years of age, was examined and granted a renewal of his license for another year.

In April, pilot François Desjordy, who had been pensioned for one year from 1st May, 1897, on account of the impairment of his eyesight to such an extent that it would not be safe for him to continue his duties meantime, was continued on the pension list for one year more from 1st May.

In April, on a petition from the pilots, transmitted through the department, Messrs. Prudent Beaudet and Philippe Bélanger were reinstated as pilots, they having been dismissed in connection with the pilots' strike in June, 1897.

This action was taken after due consideration and upon the opinion of the commissioners' attorneys as to its legality, and made conditional on the repayment of all costs incurred in their conviction, which were duly paid as shown further on.

On 15th March, a license as pilot was granted to Mr. Albéric Angers, while on 20th September one was issued to Messrs. Arthur Bellisle, G. Théo. Hamelin and Cyrille Belleisle; all these having completed their apprenticeship in 1897.

Pilot Louis Belleisle, of Deschambault, aged 52 years, died suddenly on 28th December, after a service of twenty-nine years.

These changes in the list leave 55 pilots thereon, as allowed by by-law No. 99.

The following list gives the name, age, residence and date of license of each apprentice pilot now serving his time under this authority.

LIST OF APPRENTICE PILOTS.

No.	Name.	Age.	Residence.	Date of License.
1	Pleau, J. E.	29	Ste. Anne de la Pérade	Oct. 14, 1890.
2	Perrault, Anthime	30	Deschambault	" 14, 1890.
3	Raymond, J. N.	28	"	Nov. 11, 1890.
4	Veillet, George	29	Ste. Anne de la Pérade	July 19, 1892.
5	Labranche, Melville	24	Portneuf	Oct. 11, 1892.
6	Gagnon, Albert	23	Three Rivers	" 11, 1892.
7	Paquin, Azarias	25	Deschambault	" 11, 1892.
8	Gignac, Arthur	25	Portneuf	" 11, 1892.
9	Bélanger, Achille	25	Lotbinière	" 11, 1892.
10	Paquet, Damien	25	Deschambault	May 30, 1893.
11	Bourassa, Henri	23	"	Oct. 24, 1893.
12	Angers, Alfred	22	Ste. Anne de la Pérade	Jan. 30, 1894.
13	Gariepy, J. A. W	19	St. Alban	June 2, 1896.

From certificates lodged, it would appear that, of the above, some are now entitled to examination, and, as several have asked for it, it is probable that an examination will be held during March.

In addition to the above apprentices, applications are on file from the following to be admitted as apprentices, which will be considered in rotation of their applications when it is thought necessary to license more apprentices.

LIST OF APPLICANTS FOR LICENSE AS APPRENTICE PILOTS.

No.	Name.	Residence.	Date of Application.
1	Gariépy, A. J. P	Lachevrotière	Jan. 16, 1894.
2	Frenette, Oswald	Portneuf	March 1, 1894
3	Hamelin, Chas. B	Champlain	Nov. 17, 1896.
4	Perron, Tancrède	Deschambault	" 28, 1896.
5	Angers, J. B.	Ste Anne de la Pérade	" 28, 1896.
6	Patoine, jr., J. B.	Sydney, C. B.	Dec. 3, 1896.
7	Frenette, Delavoie	Portneuf	Jan. 25, 1897
8	Gauthier, Laurent J	Deschambault	March 26, 1897.
9	Perrault, fils, David	"	April 8, 1897.
10	Hamelin, Fortunat	"	" 19, 1897.
11	Gauthier, Adélard	"	May 6, 1897.
12	Arcand, J. Emilien	"	" 7, 1897.
13	Gauthier, Cyriac	"	" 9, 1897.
14	Royer, fils	Quebec, 306 St. Valier St	" 23, 1897.
15	Gariépy, Emilien	Lachevrotière	" 24, 1897.
16	Gariépy, Henri	"	" 24, 1897.
17	Perrault, Jean	Deschambault	" 25, 1897.
18	Brunet, Edouard	Montreal	" 2, 1898.
19	Carpentier, Eugène	Champlain	June 28, 1898.
20	Fortier, J. Philéas	St. Jean, Ile d'Orleans	August 27, 1898.
21	Rivard, Frs. Xavier	Grondines	Sept. 12, 1898.
22	Mayrand, Joseph	Lachevrotière	Nov. 6, 1898.
23	Arcand, Arthur	Portneuf	" 9, 1898.
24	Frenette, Georges	"	" 15, 1898.
25	Gariépy, Hercule	Deschambault	" 18, 1898.

The amount received and expended by the Harbour Commissioners as pilotage authority of the district, apart from their receipts and disbursements in trust for the Montreal Decayed Pilots' Fund, of which the annual report and statement have been sent you, certified by Messrs. Riddell & Common, auditors, were as follows:—

RECEIVED.

From Albéric Angers, fee for pilot's license	$	10 00
" Prudent Beaudet, refund of the cost of his conviction and dismissal in June, 1897, in view of his reinstatement as a pilot		54 88
" Philippe Bélanger, do do		44 18
" Arthur Belleisle, fee for pilot's license		10 00
" Cyrille Belleisle, fee for pilot's license		10 00
" Pilots, 2 per cent of the pilotage dues on sundry vessels		18 76
" Collector of Customs, Three Rivers, 2 per cent of the pilotage dues on vessels to and from Three Rivers and Batiscan		20 82
" Collector of Customs, Sorel, 2 per cent of the pilotage dues on vessels to and from Sorel		9 27
" Collector of Customs, Montreal, 2 per cent of the pilotage dues on vessels to and from Montreal		1,536 64
" G. Théodule Hamelin, fee for pilot's license		10 00
Total	$	1,724 55

EXPENDED.

By Deficiency, brought forward from 1897	$	872 16
" Angers, DeLorimier & Godin, costs of Certiorari in case of Geo. Arcand, pilot, vs. Harbour Commissioners		54 15
" Angers, DeLorimier & Godin, costs of Certiorari in case of Edouard Perrault, pilot, vs. Harbour Commissioners		55 86
" Joseph Thibeaudeau, expenses to Montreal for inquiry into complaint against Pilot Edouard Perrault		10 00
" Geoffrion, Dorion & Allan, legal services in connection with pilotage matters		755 20
" Urquhart & Wright, stenographer's fees in "Milwaukee" case		75 15
" L. A. Cusson, stenographer's fees in "Milwaukee" (French witnesses)		20 00
" Pierre Gagnon, expenses to Montreal for inquiry into complaint against Pilot J. S. Labranche		10 00
" Bailiff's fees		5 75
" L. G. Collin, stenographer's fees in "Glenarm Head" case		12 00
" C. de B. Macdonald, stenographer's fees in "Glenarm Head" case		15 00
" J. C. Hanley, stenographer's fees in "Glenarm Head" case		25 00
" Kingman & Co., refund of Trinity dues, paid both at Montreal and Three Rivers		1 63
" Joseph Thibaudeau, salary as Montreal Pilot Agent, Quebec		600 00

EXPENDED—*Concluded.*

By Joseph Thibaudeau, allowance for travelling, stationery, postage, &c.	34 33
" Printing, stationery, &c.	46 80
Total	$2,593 03

Owing to exceptional expenses during the year the debit balance of the previous year has again to be carried forward, less $3.68, leaving the over-expenditure for four years as $868.48.

The tariff of pilotage dues has been in force since March, 1877, and is as follows:

From the harbour of Quebec to Three Rivers and the opposite side of the River St. Lawrence, or any place above Portneuf and below Three Rivers:—

For the pilotage of any vessel in tow, or propelled by steam (except as hereinafter mentioned), for each foot of draught of water:	
Upwards	$ 1 50
Downwards	1 50
For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water:	
Upwards	1 75
Downwards	1 75
For the pilotage of any vessel under sail, for each foot of draught of water:	
Upwards	2 60
Downwards	1 90

From the harbour of Quebec to Sorel and the opposite side of the River St. Lawrence, or any place above Three Rivers and below Sorel:—

For the pilotage of any vessel in tow, or propelled by steam (except as hereinafter mentioned), for each foot of draught of water:	
Upwards	1 50
Downwards	1 50
For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water:	
Upwards	1 87½
Downwards	1 87½
For the pilotage of any vessel under sail, for each foot of draught of water:	
Upwards	3 15
Downwards	2 10

From the harbour of Quebec to the Harbour of Montreal, or any place above Sorel and below the harbour of Montreal:—

For the pilotage of any vessel in tow, or propelled by steam (except as hereinafter mentioned), for each foot of draught of water:	
Upwards	2 00
Downwards	2 00

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water:	
Upwards	2 50
Downwards	2 50
For the pilotage of any vessel under sail, for each foot of draught of water:	
Upwards	4 20
Downwards	2 80
From the harbour of Montreal to Sorel, or any place above Sorel and below Hochelaga; and from Sorel, or any place above Sorel and below Hochelaga, to the harbour of Montreal; for each foot of draught of water, for each such pilotage:	
Upwards	1 00
Downwards	1 00
For the removal of any vessel from one wharf to another within the limits of the harbour; or from any of the wharfs into the Lachine Canal; or out of the said canal to any of the wharfs in the harbour; or from the foot of the current, or from Longueuil, in the harbour; or from the harbour to the foot of the current, or Longueuil; for each such service	5 00

In the matter of pilot George Arcand, whose writ of certiorari was before the Supreme Court as noted in the last report, judgment was rendered in June in favour of the pilot, allowing him his costs of $54.15.

It was held by the judge that the addition of the censure to the finding of "not guilty" was not allowable.

The following is a list of the principal accidents and mishaps which occurred between Quebec and Montreal during the season, the only ones resulting in damage to the vessel being those of the "Milwaukee," "Carlisle City," and "Glenarm Head."

Even these vessels, after examination in the Louise basin at Quebec, were able to complete their voyage to Europe, without being docked for repairs.

On the night of 13th June, with calm clear weather, pilot Liboire Perrault, at about 10 p.m., grounded the steamship "Madura," drawing 14 feet, on the south side of the wide natural channel about two miles below Ste. Croix. As the tide was rising, the vessel floated in half an hour, without damage, and continued on her way upwards to Three Rivers.

After a careful inquiry, the commissioners found the pilot guilty and suspended him for one month; upon which he applied to the Superior Court for a certiorari, which was refused.

On the 8th July at 8.20 p. m., the steamship "Milwaukee," in charge of pilot N. C. Dufresne, and drawing 26 feet 8 inches, struck heavily in passing the Barre à Boulard, when going down.

The pilot and Captain Williams claimed strongly that the vessel was in the channel at the time, as the Platon Beacons, they said, were in line and clearly visible.

On the other hand, very careful examination of the channel by testing showed no obstruction within the channel upon which the vessel could have touched.

After a very full investigation, at which the Minister of Public Works and several of his officers attended, and also the Chief Engineer of the Department of Marine and Fisheries, who, in the absence of the Chief Engieeer of the Department of Public Works was requested by the Hon. Mr. Tarte to make thorough inquiry into the accident, and supervise the testing of the channel through the Barre à Boulard, the commissioners found the pilot guilty and suspended him for two months.

He at once petitioned for a certiorari, which was however refused, after argument by counsel on both sides.

On the evening of 10th August, about 8 p. m., the steamship "Carlisle City," drawing 22 feet, while in charge of pilot B. Arcand, touched bottom on the south side of the channel, between Barre à Boulard and Richelieu Island on her way down.

The captain and agents asked that an inquiry be held, at which the pilot appeared with his counsel.

The pilot admitted that the vessel had touched lightly through taking a long sheer, and claimed that she was steering badly at the time, on account of having a list and being somewhat down by the head.

As no witnesses from the vessel, which had sailed, were able to be present, no action was taken.

The agents, a considerable time afterwards, reported that, when the vessel was docked in Europe, it was found that she had sustained damage.

On 6th September about 7.30 a.m., the SS. "Glenarm Head," drawing 23 feet 7 inches, in charge of pilot A. Frenette, just after entering the upper part of the Cap à la Roche dredged channel, struck heavily. The pilot claimed that he was in the channel at the time, as he was some twenty feet inside of a large red cylinder buoy which marks the north-west edge of the dredged channel.

This accident attracted much attention, and the Hon. the Minister of Public Works made a visit to the spot with pilot Frenette and other pilots, and attended the subsequent inquiry held by the commissioners, at which also the Deputy Minister of Marine and Fisheries was present.

The following decision was arrived at:—

After hearing the evidence and deliberating, the commissioners find the case against the pilot not sufficiently clear, and, although they think that the defendant was imprudent in going too near the bouy on the edge of the channel, they decide to give him the benefit of the doubt as to the real cause of the accident, and render their verdict as "not proven."

A report in French was received from pilot L. Z. Bouillé, who left Montreal in charge of the SS. "Laurentian" on 15th September, of which the following is a translation:—

In coming down at about 7.45 a.m., a little above Pointe aux Trembles (en haut), a fog bank rose, so dense and so suddenly, that I lost sight of all the buoys, and the vessel grounded near the large iron buoy, on the curve of the channel to the north side, about a mile below the church, and we were not able to float her until 18th September, at 2 p.m. The vessel drew 26 feet 4 inches at the time of grounding.

The "Lloyd S. Porter," a large steam barge proceeding down the river, and the SS. "Turret Age," coming up, came into collision just below the Ste. Croix gas buoy about 6.05 p.m., on 23rd October. The "Lloyd S. Porter" was very badly damaged and was run into shoal water to the north, where she sank almost immediately and still lies.

The following report of the occurrence was received from pilot Norbert Arcand, in charge of the "Turret Age," which was coal laden and having a draught of 20 feet.

"Coming up near Ste. Croix gas buoy, I saw a steamer coming down, showing her port side light, when she suddenly shifted her helm to starboard, and went across our bow. When I saw that a collision could not be avoided, I ordered the helm hard aport and the engine full speed astern, and collided with her on her starboard bow and she sank (the steam barge was the 'Lloyd S. Porter')."

A report in French was received from pilot L. Z. Bouillé, who left Montreal in charge of SS. "Grecian," drawing 24 feet 6 inches, at 7 a.m., on 17th November, of which the following is a translation.—

Coming down with SS. "Grecian" on 17th instant, I encountered a bank of very dense fog, near Maisonneuve, and, in endeavouring to anchor, the "Grecian" grounded near the wharf of the Sugar Refinery and was floated on the 19th instant at noon. We had to transfer some of the cargo and to use a tug in order to float her. After reloading, the "Grecian" completed her trip without further accident. No damage.

In connection with these accidents, it may be remarked that about 100 vessels (out of a total number of 868 sea-going vessels) passed down the channel during the season, drawing 26 feet and over and up to 27 feet 10 inches.

The water in the channel remained at a fairly satisfactory depth throughout the season, ranging from about 31½ feet at the beginning of May to 28 feet at the close of November. It only went below the normal 27 feet 6 inches, from 12th to 16th of August, when it was 27 feet 4 inches, for eighteen days in September—the lowest being 26 feet 11 inches—and for nine days in October, the lowest reading being 26 feet 4 inches on the 10th, 11th and 12th of that month

Appended is a list of vessels which passed down during the autumn months drawing 26 feet and over, with the relative depth in the channel on the day of passage, as indicated by the Government gauge at Sorel :—

STATEMENT SHOWING DRAUGHT OF STEAMSHIPS FOR PART OF SEASON OF 1898, DRAWING 26 FEET AND OVER.

Date.	Steamer.	Draught when Stationary in Harbour, by Pilot's Report		Depth of Water in Channel, by Sorel Gauge.	
		Ft.	In.	Ft.	In.
Aug. 16	SS. Sarmatian (down)	26		27	4
" 18	" Laurentian "	26	9	27	8
" 25	" Iona "	26	6	27	10
" 27	" Dominion "	26		27	7
" 30	" Sardinian "	26	6	27	8
Sept. 1	" Hurona "	26	6	27	10
" 8	" Norseman "	26	1	27	2
" 8	" Parisian "	26	5	27	2
" 9	" Rossmore "	26		27	1
" 13	" Westmeath "	26		26	11
" 13	" Pomeranian "	26		26	11
" 15	" Laurentian "	26	2	27	2
" 20	" Sarmatian "	26		27	3
" 30	" Dominion "	26		27	6
Oct. 4	" Sardinian "	26	4	27	6
" 6	" Monterey "	26		27	5
" 6	" Hurona "	26	3	27	5
" 7	" Fremona "	26		27	1
" 16	" Pomeranian "	26	1	28	
" 18	" Laurentian "	26	6	28	2
" 19	" Gallia "	26	2	28	
" 20	" Montrose "	26	7	27	11
" 22	" Vancouver "	26	3	28	3
" 29	" Ottoman "	26	3	28	9
" 30	" Sedgemore "	26	2	29	1
Nov. 1	" Manchester Enterprise (down)	26		29	3
" 5	" Dominion (down)	26	9	28	5
" 9	" Lake Huron "	26	4	27	10
" 10	" Monterey "	26		28	1
" 15	" Irishman "	26	1	28	2
" 17	" Norseman "	26	8	28	6
" 18	" Laurentian "	26	8	28	9
" 20	" Norwegian "	26	2	28	10
" 20	" Merrimac "	26		28	10
" 21	" Iona "	26		28	9
" 21	" Rossmore "	26	3	28	9
" 23	" Gallia "	26	3	28	9

On 19th September the pilotage committee convicted pilot Joseph Sifroi Labranche on the charge of having been under the influence of liquor at Three Rivers when called upon by Captain Gould, of the SS. "Louisburg" to pilot that vessel to Quebec, both on the evening of 18th August, and again early the following morning.

The judgment suspended the pilot for eighteen months, but was at once petitioned against in the form of a certiorari, and the writ and record have recently been returned into the Superior Court.

By information received from the Department of Public Works it is learned that the improvements going on in the ship channel made fair progress during the season and also that the testing of the channel received due attention.

In the matter of the improvement of the aids to navigation along the ship channel the Commissioners learned with satisfaction, from time to time, that the Chief Engineer of the Department of Marine and Fisheries was making a thorough inspection of the whole route, and that the result of his several inspections is to be the improvement of the buoyage by the addition of many new buoys and the erection of new land marks at several points.

The semaphore at Cap Santé was worked throughout the season as in the previous year, as was also a new semaphore placed at Cap à la Roche by the Department of Public Works. The depth, as indicated by the signals from these two semaphores, is of great benefit to the pilots in passing those points at the lower stages of the tide with deep draught vessels.

In view of reports that certain vessels had been seen discharging ashes into the ship channel, and even dredged portions of it in Lake St. Peter and near Contrecœur, it was ordered that the following notice should be published for a week and distributed amongst the shipping interest and the pilots, as, notwithstanding the strictness of the by-laws, masters and pilots of vessels appeared ignorant thereof :

NOTICE TO MARINERS AND OTHERS.

The attention of masters, owners, agents and pilots of vessels is called to by-laws Nos. 56, 73 and 74 of the Harbour Commissioners of Montreal, which prohibit the throwing overboard or depositing of any ballast, ashes, cinders, hay, straw, rubbish, filth, etc., within the harbour and port of Montreal, which comprise the harbour proper and all the River St. Lawrence, and its tributaries navigable for sea-going vessels, between the basin of Portneuf and the foot of the Lachine Rapids, except the harbour of Three Rivers.

Any one found committing a breach of these by-laws will be prosecuted by the Harbour Commissioners of Montreal, and is liable to a fine up to forty dollars and costs.

By order,

ALEXANDER ROBERTSON,
Secretary.

Harbour Commi-sioners' Office,
Montreal, 1st October, 1898.

Another matter to which the attention of the commissioners was called by the the master of one of the large steamships, was the blocking of the channel by tugs towing several vessels abreast of each other, on independent tow lines, and thus not allowing sufficient room for large vessels to pass in safety.

It is probable that a by-law to prohibit this will have to be enacted before the opening of navigation.

In view of the usual lowering water in September the following notice was also issued to the pilots.

NOTICE TO PILOTS.

MONTREAL, 15th September, 1898.

The Harbour Commissioners of Montreal, as pilotage and port authority, hereby call the attention of all the pilots under their jurisdiction to the need of extra precautions in passing the critical points in the ship channel between Montreal and Quebec.

The information given as to the channel on the first two pages of the tide tables for 1898, of which copies both in English and French, were sent to every pilot early

in the season, should be carefully studied; and the by-law 120, requiring each pilot to repair as late as possible before his departure for Montreal with any vessel, to the commissioners' office to obtain the latest information as to the state of the buoys, beacons and channel, must be strictly adhered to.

The government gaugings of the depth of water in the channel from day to day, as received by telegraph from Sorel, Cap à la Roche and Cap Santé, are posted up in the harbour office immediately upon their receipt.

The commissioners would impress upon every pilot the absolute necessity of waiting above each of the bars mentioned in the tide tables for such rise of tide as will carry his vessel safely over.

Attention is also again called to by-law 126, which requires a prompt report in writing of any incident out of the ordinary course which is brought to the notice of any pilot in connection with the navigation of his vessel.

ALEXANDER ROBERTSON,
Secretary.

The usual edition of the Commissioners' Tide Tables' pamphlet, embodying the tide tables for Quebec (and also one specially prepared for Ste. Croix bar) by the tidal survey branch of the Department of Marine and Fisheries, which were furnished to the Commissioners by the department, was issued both in English and French. These tide tables were very freely distributed amongst the pilots and the officers of vessels without charge, and were, as in past years, much appreciated by them.

I have the honour to be, sir,
Your obedient servant,

ALEXANDER ROBERTSON,
Secretary.

STATEMENT

RESPECTING

BRANCH PILOTS

11d—7½

STATEMENT showing the Number of Branch Pilots for and above the Harbour of Quebec, during the year 1898, their Age, Residence, Number of Pilotages, Earnings, and whether Employed on Special Services or Tour-de-Rôle.

Number.	Name.	Age.	Residence.	Date of Branch.	Remarks.	No. of Trips to Montreal. In.	No. of Trips to Montreal. Out.	No. of Trips to Intermediate Places. In.	No. of Trips to Intermediate Places. Out.	Total No. of Trips.	Earnings to Montreal.	Earnings to Intermediate Places.	Total Earnings.	Employed on Special Service, or Tour-de-Rôle.
											$ cts.	$ cts.	$ cts.	
1	Bouillé, Zéphirin,	69	Deschambault	Mar. 1, 1855	Licensed for 1898	14	14	.....	.....	28	1,576 99	.....	1,576 99	Allan Line.
2	Naud, Onésime	56	"	" 16, 1870	.....	15	15	.....	.....	30	1,652 17	.....	1,652 17	"
3	Chandonnet, Jos.	57	Lévis	Aug. 2, 1870	.....	17	15	..	.....	32	1,869 86	.....	1,869 86	Beaver Line.
4	Bouillé, Louis A.	61	Deschambault	Sept. 1, 1870	.....	12	23	.....	3	38	1,785 49	107 52	1,893 01	Elder, Dempster & Co.
5	Beaudet, Prudent	57	89 Massue St., Quebec.	Oct. 10, 1870	See letter press.	17	16	.....	1	34	1,854 03	33 25	1,887 28	Dominion Line.
6	Bellisle, Elzéar	64	Deschambault	" 10, 1870	.....	16	16	.....	.....	32	949 23	.....	949 23	J. G. Brock & Co.
7	Picau, Joseph.	61	Ste. Anne de la Pérade.	" 10, 1870	.....	18	17	5	1	41	1,330 00	128 67	1,458 67	Tour-de-Rôle and H. Dobell & Co.
8	Brunet, Célestin	54	947 St. Dominique St., Montreal.	Feb. 28, 1872	.....	17	16	...	...	33	1,272 92	.....	1,272 92	Carbray, Routh & Co.
9	Bellisle, Louis	52	Deschambault	" 28, 1872	Member, Pilots' Committee. Died 28th Dec.	15	15	.....	.....	30	1,625 28	.....	1,625 28	Elder, Dempster & Co.
10	Groleau, Ulric	50	Grondines	Oct. 30, 1872	Member, Tour-de-Rôle Committee.	12	16	1	1	30	1,218 73	49 65	1,268 38	Tour-de-Rôle.
11	Frenette, Alfred	59	Portneuf	" 30, 1872	See letter press.	13	15	.....	1	29	1,272 72	41 27	1,313 99	McLean, Kennedy & Co. (Head Line).
12	St. Amant, Alfred	54	Deschambault	" 30, 1872	Member, Tour-de-Rôle Committee.	8	11	1	1	21	853 80	55 58	909 38	McLean, Kennedy & Co., Tour-de-Rôle.
13	Bélanger, Philippe	59	Lotbinière	April 8, 1874	See letter press.	14	18	....	...	32	1,653 65	.....	1,653 65	Furness, Withy & Co., Ltd.
14	Perrault, Narcisse	61	Deschambault	" 9, 1874	.....	16	16	...	...	32	1,695 48	.....	1,695 48	Donaldson Line.
15	Auger, Cléophas	52	Point Lévis	Sept. 22, 1874	President, Pilots' Committee.	17	17	.....	.....	34	1,849 39	.....	1,849 39	"
16	Labranche, Ferd.	51	Portneuf	April 8, 1875	.....	17	18	....	2	37	1,882 61	81 07	1,963 68	Elder, Dempster & Co.
17	Bouillé, Louis Z.	48	Deschambault	Jan. 16, 1878	Secretary, Pilots' Committee.	14	14	.....	..	28	1,584 28	.....	1,584 28	Allan Line.
18	Gauthier, Laurent	47	"	Dec. 10, 1879	.....	13	20	.....	.....	33	1,957 19	.....	1,957 19	Dominion Line.
19	Arcand, Jean	45	"	" 10, 1879	President, Tour-de-Rôle Committee.	13	16	.....	2	31	1,014 95	85 55	1,100 50	Tour-de-Rôle.
20	Nault, Delevoie	45	"	" 10, 1879	.....	[illegible]	[illegible]	[illegible]	[illegible]	50	1,843 71	54 40	1,898 11	Dom. Coal Co., Ltd.

21	Gauthier, Wilbrod..	45	"	"	10, 1879	Member, Pilots' Committee.	14	14	.....	.....	28	1,606 39	.....	1,606 39	Allan Line.
22	Mayrand, Louis.....	51	Ste. Anne de la Pérade.	"	9, 1880	.....	13	12	2	5	32	1,023 45	196 72	1,220 17	Tour-de-Rôle
23	Dufresne, George....	49	Deschambault	"	10, 1880	.....	14	14	3	1	32	1,034 59	91 34	1,125 93	"
24	Arcand, Norbert....	45	Champlain.....	"	10, 1880	.....	24	25	1	1	51	1,925 28	54 98	1,980 26	Dom. Coal Co., Ltd.
25	Bouillé, Tancrède...	41	Deschambault	"	11, 1880	.....	13	13	....	....	26	1,436 56	.....	1,436 56	Allan Line.
26	Arcand, Nestor.....	42	" ...	Feb.	20, 1884	.....	23	21	.....	1	45	1,755 04	17 25	1,772 29	Dom. Coal Co., Ltd.
27	Nault, Jean	41	"	"	20, 1884	Member, Pilots' Committee.	15	15	.....	1	31	1,558 62	27 75	1,586 37	Thomson Line.
28	Dussault, Joseph....	42	" ...	"	20, 1884	.....	24	25	.....	.....	49	1,949 81	.....	1,949 81	Dom. Coal Co., Ltd.
29	Groleau, Gédéon....	46	Grondines.....	May	20, 1887	.....	16	8	2	.....	26	997 30	45 63	1,042 93	Tour-de-Rôle.
30	Bellisle, Néré.....	47	Deschambault	"	20, 1887	.....	18	20	...	.....	38	1,470 83	.....	1,470 83	Dom. Coal Co., Ltd.
31	Perrault, Liboire...	52	232 City Hall Av., Montreal.	April	20, 1888	See letter press..	9	17	3	.....	29	847 56	63 08	910 64	Tour-de-Rôle.
32	Raymond, Wilfrid..	43	Deschambault	"	20, 1888	.....	15	15	.....	.....	30	1,629 23	.....	1,629 23	Thomson Line.
33	Hurteau, Joseph....	37	588 St. Denis St., Montreal.	Mar.	20, 1889	.....	13	14	.....	.....	27	1,425 99	.....	1,425 99	Allan Line.
34	Perrault, Edouard..	48	Deschambault	"	20, 1889	See letter press..	11	8	4	2	25	882 34	167 13	1,049 47	Tour-de-Rôle.
35	Bouillé, C. Lydoric..	41	"	"	20, 1889	.....	16	18	...	...	34	2,021 15	.....	2,021 15	Beaver Line.
36	Dussault, Honoré..	45	St. Petronille.....	July	16, 1889	.....	15	14	1	1	31	1,098 11	56 00	1,154 11	Dom. Coal Co., Ltd.
37	Brière, Arthur.....	41	Portneuf.....	April	28, 1891	.....	20	18	.....	.....	38	1,502 61	.....	1,502 61	"
38	Labranche, J. Sifroi.	44	"	"	28, 1891	See letter press..	14	9	1	5	29	1,031 08	182 50	1,213 58	Tour-de-Rôle.
39	Perrault, Alexis.....	35	Deschambault	"	23, 1891	.....	13	12	..	.....	25	1,335 67	.....	1,335 67	Johnston Line.
40	Dufresne, N. Côme..	37	"	June	23, 1891	See letter press..	10	8	.....	.....	18	861 17	.....	861 17	Elder, Dempster & Co., Tour-de-Rôle.
41	Nadeau, Jean B.....	39	Lévis	April	11, 1893	.....	13	15	.....	2	30	1,355 60	80 50	1,436 10	McLean, Kennedy & Co. (Head Line).
42	Naud, Albert.....	45	Deschambault	July	11, 1893	.....	14	14	.....	.....	28	1,549 40	.....	1,549 40	Allan Line.
43	Sauvageau, Joseph..	37	"	Oct.	10, 1893	.....	21	21	2	2	46	1,606 92	116 00	1,722 92	Dom. Coal Co., Ltd.
44	Dussault, Napoleon..	36	"	April	3, 1894	Treasurer, Pilots' Committee.	14	14	.....	.....	28	1,461 95	.....	1,461 95	Thomson Line.
45	Arcand, Barthelemi.	36	" ...	"	3, 1894	See letter press..	14	19	1	1	35	1,515 48	49 00	1,564 48	Tour-de-Rôle.
46	Bellisle, Prudent....	35	"	"	3, 1894	.....	22	22	1	1	46	1,734 86	56 00	1,790 86	Dom. Coal Co., Ltd.
47	Arcand, George...	34	"	"	3, 1894	See letter press..	15	17	1	2	35	1,392 12	117 69	1,509 81	Tour-de-Rôle.
48	Toupin, Constant....	32	Three Rivers	"	3, 1894	.....	21	21	.....	1	43	1,663 86	41 13	1,704 99	Dom. Coal Co., Ltd.
49	Perreault, George...	33	Deschambault ..	Sept.	11, 1894	.....	13	13	.....	....	26	1,376 06	.....	1,376 06	D. Torrance & Co.
50	Bouillé, Narcisse....	39	"	Oct.	9, 1894	.....	12	12	.....	.....	24	1,285 09	.....	1,285 09	Johnston Line.
51	Leveillé, Joseph.....	35	Batiscan	June	18, 1895	.....	14	14	.....	.....	28	1,449 07	.....	1,449 07	Thomson Line.
52	Perron, Sévère	40	Deschambault	April	14, 1896	From 1st July ..	11	10	2	1	24	789 34	97 00	886 34	Tour-de-Rôle.
53	Angers, Alberic.....	24	Ste. Anne de la Pérade.	Mar.	15, 1898	.....	16	13	1	.....	30	1,149 38	22 50	1,171 88	Intercolonial Coal Mining Co.
54	Bellisle, Arthur....	36	Deschambault	Sept.	20, 1898	.....	1	4	.....	.....	5	160 85	.....	160 85	Tour-de-Rôle.
55	Hamelin, G. Theo...	24	Grondines ...	"	20, 1898	.....	3	5	.....	.....	8	310 00	.....	310 00	"
56	Bellisle, Cyrille ...	30	Deschambault	"	20, 1898	.....	3	3	.....	.....	6	192 85	.....	192 85	"
										Total.		77,128 09	2,119 16	79,247 25	

HARBOUR COMMISSIONERS' OFFICE,
MONTREAL, 3rd January, 1899.

ALEXANDER ROBERTSON,
Secretary.

REPORT AND STATEMENTS OF THE MONTREAL DECAYED PILOTS' FUND FOR THE YEAR 1898.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE,
MONTREAL, 9th January, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to transmit herewith, for the information of the Honourable the Minister of Marine and Fisheries, the usual statements of (1) receipts and disbursements of the Montreal Decayed Pilots' Fund for the year ended 31st December, 1898, and (2) assets of the fund at 31st December, 1898.

The following is an abstract of the former :—

RECEIPTS.

5 p. c. of pilotage dues, collected at Montreal	$3,841 52
" " " Three Rivers and Batiscan	52 11
" " " Sorel	23 17
" " " payable on war vessels, &c	47 03
	$3,963 83
Interest on investments and cash in bank	2,312 39
Total	$6,276 22

DISBURSEMENTS.

Pensions to old pilots and widows of pilots	$5,447 84
Audit of the fund for 1897	25 00
Postage stamps and stationery	10 00
Refund of percentage paid twice	4 07
Total	$5,486 91

Showing a gain for the year of $789.31, notwithstanding that two pensions of $37.33 each were paid in December, which rather belong to the current year.

Before the opening of navigation pilot François Desjordy, of Lavaltrie, who had been placed on the pension list for one year from 1st May, 1897, on account of impaired eyesight, again submitted medical certificates to the effect that his sight had not improved. In view thereof he was continued as a pensioner until 1st May, 1899.

Attention having been called to the fact that widow Joseph Toupin was receiving $37.33 quarterly, while widow Alexis Gauthier, whose husband had served as a pilot longer than Joseph Toupin had done, was only receiving $32.00, it was found that an error had been made in March, 1895, when the former was placed on the pension list, and from 1st May last she has therefore only received $32.00 per quarter.

It may be noted here that the three different rates paid to widows were years ;o fixed by the length of service of the husband. If he has served for less than n years, $29.33 quarterly is allowed the widow, while, if from ten to twenty years, · above twenty years, the rate is $32.00 and $37.33 respectively.

On 24th November widow Hubert Lemay died, and on 1st December widow ſvère Belleisle died, who had been pensioners for more than twenty-six and twenty-ne years respectively.

In each case, as is customary, the full pension for the current quarter ending lst January, 1899, was paid to the legal heir.

At the close of the year there were twenty-two pensioners, namely, nine old ilots and thirteen widows.

I have the honour to be, sir,
Your obedient servant,

ALEXANDER ROBERTSON,
Secretary.

Dr. ALEXANDER ROBERTSON, Treasurer, in account with the Montreal Decayed Pilots' Fund. Cr.

1898.			$ cts.
Jan. 1	To Balance from December, 1897		1,878 43
" 8	City of Montreal, six months' interest to 1st January, on $5,000 of 5 per cent Montreal City Stock		125 00
Feb. 5	Harbour of Montreal, coupons due 5th January—		
	Series R, Nos. 20 and 102	2 × $15 00	$ 30 00
	" R " 42 and 117-119	4 × 30 00	120 00
	" R " 84	1 × 60 00	60 00
	" D " 21 and 45-49	6 × 25 00	150 00
	" F " 164-172	9 × 20 00	180 00
	" G " 289-290	2 × 20 00	40 00
	" H " 64, 65, 139-142	6 × 20 00	120 00
	" J " 231-246	16 × 20 00	320 00
			1,020 00
May 2	Pilot C. Brunet, 5 per cent of pilotage dues on American tug "W. H. Browne," from Montreal to Quebec		170 00
" 19	Pilot L. Perrault, 5 per cent of pilotage dues on yacht "Comanche," from Montreal to Quebec		1 25
" 31	Collector of Customs, Montreal, Trinity dues collected in April		479 66
June 30	Collector of Customs, Montreal, Trinity dues collected in June		594 80
July 8	City of Montreal, 6 months' interest to 1st July on $5,000 of Montreal City Stock		125 00
" 16	Pilot J. S. Labranche, 7 per cent of pilotage dues on bark "Clara," from Three Rivers to Quebec, with draught of 20 feet 6 inches	$2 14	
	" " SS. "Landana," from Montreal to Three Rivers, with draught of 12 feet	1 47	
		$3 61	
	Five-sevenths thereof		2 58
" 23	Montreal Harbour, coupons due 5th July, 1898—		
	Series R, Nos. 20 and 102	2 × $15 00	$ 30 00
	" R " 42 and 117-119	4 × 30 00	120 00
	" R " 84	1 × 60 00	60 00
	" D " 21 and 45-49	6 × 25 00	150 00
	" F " 164-182	9 × 20 00	180 00
	" G " 289-290	2 × 20 00	40 00
	" H " 64-65, 139-142	6 × 20 00	120 00
	" J " 231-246	16 × 20 00	320 00
			1,020 00
" 28	Pilot L. Mayrand, 5 per cent of pilotage dues on SS. "Norwood," Three Rivers to Quebec, draft 11 feet 6 inches		1 00

1898.		$ cts.
Nov. 30	By A. Lemay, pension of Dame Veuve Hubert Lemay to 1st February, 1899, who died on 24th November, 1898, the said A. Lemay being her sole heir	37 33
" 30	Kingman & Co., five-sevenths of Trinity dues ($5.70) refunded, collected at Montreal and Three Rivers from SS. "Britannic"	4 07
Dec. 28	J. A. Belleisle, Quebec, pension of Dame Sévère Belleisle to 1st February, 1899, who died on 1st December, 1898, the said J. A. Belleisle being her residuary legatee	37 33
" 31	Stationery and postage on premiums remitted during 1898	10 00
" 31	Balance to January, 1899	2,667 74
	Pensions paid to the following for three months ending 1st February—	
Feb. 4	Widow Sévère Belleisle, Quebec	37 33
	" L. David Bouillé, Deschambault	29 33
	" Jos. Léandre Dessureau, Sorel	37 33
	" Athanase Dufresne, Deschambault	37 33
	" Victor Gagnon, Champlain	37 33
	" Placide Gaillardet, St. Grégoire le Grand	37 33
	" Alexis Gauthier, Deschambault	32 00
	" J. Octave Hamelin, "	37 33
	" Hubert Lemay, Montreal	37 33
	" Joseph Leveillé "	37 33
	" Adolphe Lisé "	37 33
	" David Mathieu, Grondines	32 00
	" Zéphirin Mayrand, Contrecœur	37 33
	" Edouard Naud, Sorel	32 00
	" Joseph Toupin, Champlain	37 33
	Old Pilot Cyrille Belleisle, Deschambault	90 00
	" Damase Cayen, Portneuf	90 00
	" François Dejordy, Lavaltrie	90 00
	" J. B. Dorval, Cap de la Madeleine	90 00
	" Pierre Gagnon, Three Rivers	90 00
	" Augustin Naud, Montreal	90 00
	" David Perrault, Deschambault	90 00
	" George Raymond, St. Casimir	90 00
	" Trefflé Toupin, Roberval	90 00
	Pensions paid to the following for three months ending 1st May—	
May 4	Widow Sévère Belleisle, Quebec	37 33
	" L. David Bouillé, Deschambault	29 33
	" Joseph L. Dessureau, Sorel	37 33

		U. S. steamer "Gresham," from Montreal to Quebec, on 3rd August, with draught of 11 feet 6 inches	1 44
"	30	Collector of Customs, Montreal, Trinity dues collected in September	552 49
Oct.	5	Pilot Celestin Brunet, 5 per cent of the pilotage dues of H. M. S. "Indefatigable," from Quebec to Montreal and back, with draught of 20 feet	5 00
"	15	Pilot Onésime Naud, 5 per cent of the pilotage dues of H. M. S. "Talbot," from and to Quebec, with draught of 23 feet in and 22 feet 10 inches out	5 73
"	24	Pilot Sévère Perron, 5 per cent of the pilotage dues of American barge "Bacon," in tow, with draught of 7 feet	0 70
"	24	Joseph Hurteau, 5 per cent of the pilotage dues of American barge "Sheldon," in tow, with draught of 6 feet 3 inches	0 63
"	24	Cyrille Bellisle, 5 per cent of the pilotage dues of barge "Redwing," with draught of 6 feet 6 inches	0 65
"	24	Pilot George Arcand, 5 per cent of the pilotage dues of H. M. S. "Pallas," from Quebec and back, with draught in of 17 feet 1 inch, and out of 17 feet 6 inches.	4 32
"	25	Pilot G. Théodule Hamelin, 5 per cent of the pilotage dues of the American steam barge "George L. Colwell"	1 13
"	31	Collector of Customs, Montreal, Trinity dues collected in October	506 23
Nov.	23	Pilot George Dufresne, 5 per cent of the pilotage dues of U. S. steam barge "Roanoke," from Montreal to Quebec, 12th November, 1898, with draught of 9 feet.	1 13
"	28	Collector of Customs, Three Rivers, Trinity dues for season 1898	52 11
"	30	Collector of Customs, Montreal, Trinity dues for November	406 75
"	30	Collector of Customs, Sorel, Trinity dues for season 1898	23 17
Dec.	6	Collector of Customs, Montreal, Trinity dues, balance in full for season	18 16
"	16	Pilot N. Come Dufresne, five-sevenths of the pilotage dues of "Minot G. Wilcox," with draught of 11 feet.	1 37
"	17	Pilot Liboire Perrault, five-sevenths of the pilotage dues of steamer "Josephine," with draught of 8 feet 6 in..	1 06
		Carried forward	8,115 55

		" Adolphe Lisé "	37 33
		" David Mathieu, Grondines	32 00
		" Zéphirin Mayrand, Contrecœur	37 33
		" Joseph Toupin, Champlain	37 33
		Old Pilot Cyrille Belleisle, Deschambault	90 00
		" Damase Cayen, Portneuf	90 00
		" François Desjordy, Lavaltrie	90 00
		" J. B. Dorval, Cap de la Madeleine	90 00
		" Pierre Gagnon, Three Rivers	90 00
		" Augustin Naud, Montreal	90 00
		" David Perrault, Deschambault	90 00
		" George Raymond "	90 00
		" Trefflé Toupin, Normandin	90 00
		" Riddell & Common, audit of this fund for the year ended 31st December, 1897	25 00
		Pensions paid to the following for three months ending 1st August—	
Aug.	4	Widow Sévère Belleisle, Quebec	37 33
		" L. David Bouillé, Deschambault	29 33
		" J. L. Dessureau, Sorel	37 33
		" Athanase Dufresne, Deschambault	37 33
		" Victor Gagnon, Champlain	37 33
		" Placide Gaillardet, St. Grégoire	37 33
		" Alexis Gauthier, Deschambault	32 00
		" J. Octave Hamelin "	37 33
		" Hubert Lemay, Montreal	37 33
		" Joseph Leveillé "	37 33
		" Adolphe Lisé, Batiscan	37 33
		" David Mathieu, Grondines	32 00
		" Zéphirin Mayrand, Contrecœur	37 33
		" Edouard Naud, Sorel	32 00
		" Joseph Toupin, Champlain	32 00
		Old Pilot Cyrille Belleisle, Deschambault	90 00
		" François Desjordy, Lavaltrie	90 00
		" J. B. Dorval, Cap de la Madeleine	90 00
		" Pierre Gagnon, Three Rivers	90 00
		" Augustin Naud, Montreal	90 00
		" David Perrault, Deschambault	90 00
		" George Raymond "	90 00
		" Trefflé Toupin "	90 00
		Carried forward	6,830 02

Dr. ALEXANDER ROBERTSON, Treasurer, in account with the Montreal Decayed Pilots' Fund—*Continued.* **Cr.**

1898.		$ cts.
	Brought forward	8,115 55
Dec. 17	To Jean E. Arcand, Deschambault, Que., 5 per cent of pilotage dues from the following pilots:—	
	J. Arcand, pilot—	
	"Calumet," 9 feet draught	
	"John J. Hill," 9 feet 7 inches draught	
	"Algonquin," 12 feet draught	
	"W. D. Halverson," 6 feet 6 in. draught	
	"Onondaga," 10 feet 10 inches draught	
	"Morrell," 9 feet 8 inches draught	10 61
	Pilot Liboire Perrault—	
	"Alverson," 7 feet 6 inches draught	
	Steam barge, 9 feet draught	
	"R. W. Wilmot," 9 feet draught	
	Pilot Arthur Bellisle—	
	"W. M. Baker," 6 feet draught	
" 20	Pilot Ulric Groleau, 5 per cent of pilotage dues on—	
	Steam barge with draught of 9 feet	
	"H. E. Ronald," " 9 "	3 80
	"—— Murphy," " 12 " 6 inches	
" 21	Pilot Géléon Groleau, 5 per cent of pilotage dues, "No. 81," of Chicago, with draught of 8 feet	0 80
" 29	Pilot B. Arcand, 5 per cent of pilotage dues on "Katahdin," with draught of 12 feet	1 50
" 31	Interest from Montreal City and District Savings Bank on money at deposit during the year 1898	22 39
		8,154 65

1898.		$ cts.
	Brought forward	6,830 02
Nov. 2	Old Pilot Damase Cayen, Portneuf	90 00
	By Pensions paid to the following for three months ending 1st November—	
	Widow Sévère Belleisle, Quebec	37 33
	" L. David Bouillé, Deschambault	29 33
	" Jos. L. Dessureau, Sorel	37 33
	" Athanase Dufresne, Deschambault	37 33
	" Victor Gagnon, Champlain	37 33
	" Placide Gaillardet, St. Grégoire	37 33
	" Alexis Gauthier, Deschambault	32 00
	" J. Octave Hamelin "	37 33
	" Hubert Lemay, Montreal	37 33
	" Joseph Leveillé "	37 33
	" Adolphe Lisé "	37 33
	" David Mathieu "	32 00
	" Zéphirin Mayrand, Contrecœur	37 33
	" Edouard Naud, Manchester, N.H	32 00
	" Joseph Toupin, Champlain	32 00
	Old Pilot Cyrille Bellisle, Deschambault	90 00
	" Damase Cayen, Portneuf	90 00
	" François Désjordy, Lavaltrie	90 00
	" J. B. Dorval, Cap de la Madeleine	90 00
	" Pierre Gagnon, Three Rivers	90 00
	" Augustin Naud, Montreal	90 00
	" David Perrault, Deschambault	90 00
	" George Raymond "	90 00
	" Trefflé Toupin, Normandin, Lac St Jean	90 00
		8,154 65

ANDER ROBERTSON, Treasurer, in account with the Montreal Decayed Pilots' Fund—*Continued.*

STATEMENT OF THE FUND.

Nos.	Series.	—	$ cts.
		Montreal Harbour Debentures—	
20 and 102	R	(Due 5th July, 1906); interest at 6 p.c. = 2 × 500	1,000 00
and 117-119	R	(" 5th " 1906); " 6 p.c. = 4 × 1,000	4,000 00
84	R	(" 5th " 1906); " 6 p.c. = 1 × 2,000	2,000 00
l and 45-49	D	(" 5th " 1915); " 5 p.c. = 6 × 1,000	6,000 00
164-172	F	(" 5th " 1917); " 4 p.c. = 9 × 1,000	9,000 00
289-290	G	(" 5th " 1918); " 4 p.c. = 2 × 1,000	2,000 00
64-65	H	(" 5th " 1921); " 4 p.c. = 2 × 1,000	2,000 00
139-142	H	(" 5th " 1921); " 4 p.c. = 4 × 1,000	4,000 00
231-246	J	(" 5th " 1924); " 4 p.c. = 16 × 1,000	16,000 00
		City of Montreal Consolidated Fund—	
165	.....	(Due 1st July, 1910); interest at 5 p.c. = 50 × 100	5,000 00
		Cash in Montreal City and District Savings Bank at 3 p.c.	2,667 74
		Total	53,667 74

ALEXANDER ROBERTSON,
Treasurer.

MONTREAL, 31st December, 1898.

APPENDIX No. 10.

REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC FOR THE YEAR ENDED 31st DECEMBER, 1899.

QUEBEC, 3rd January, 1899.

To the Honourable Sir L. H. DAVIES, M.P.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—In compliance with the requirements of "The Pilotage Act," 36 Victoria, chapter 54, section 22, I have the honour to submit the following report from the Quebec Harbour Commissioners as pilotage authority for the year 1898.

SERVICE OF THE PILOT STATIONS.

The operations of the year opened the 16th April by the departure of the pilot schooner "La Vigie" with eight pilots on board.

On the 28th of same month, the pilot schooner "La Mouette" left with eleven pilots.

On the 12th of May, the pilot schooner "Price" left with eight pilots, and on the 3rd, 12th, 21st, 23rd and 25th of May, thirty-eight pilots were sent down via the Intercolonial Railway.

As usual, all the pilot stations have been provided with pilots during the season through the Intercolonial Railway and the pilot schooners, and the service has been performed to the satisfaction of the commissioners.

OLD PILOTS.

Previous to the opening of navigation, all the old pilots, eight in number, who had attained the age of sixty-five and over, were summoned before the commissioners under the authority of the 32nd section of "The Pilotage Act," in order to ascertain whether they could continue in the exercise of their duties for the ensuing year. They were all found competent to perform their duties, and their licenses were accordingly renewed for one year.

SUPERANNUATIONS.

There has been but one superannuation during the year, that of Mr. Jérémie Dufresne, pilot No. 1 on the list of 1898.

Mr. Dufresne, who had attained the advanced age of eighty-two years, entered the pilotage service the 2rd of April, 1849, and had thus nearly half a century of active service, and it may be here noted, with satisfaction to the commissioners and to the honour of pilot Dufresne, that during his long term of arduous and dangerous duty, not one casualty or complaint appears in his record.

DEATHS.

Two pilots have died during the year, Mr. George Couillard Després, pilot No. 57, and Mr. François, alias Jos. N. Dallaire, pilot No. 122 on list of 1898.

Mr. Després had served for twenty-seven years, and Mr. Dallaire had ten years' service.

32	Charles Normand	52	Quebec	10	9	2	
33	Napoléon Rioux	53	Ste. Petronille, Orleans	5	6	4	
34	Jean-Bte. Tremblay	55	Quebec	5	5	1	
35	Ray. Baquet dit Lamontagne	53	Notre Dame, Lévis	17	16	0	Employed by the Beaver Line.
36	Frs.-Xav. Lamarre	52	St. Valier	0	0	0	President of the Corporation of Pilots. Not re-elected at last election.
37	Moïse Pouliot	50	St. John, Orleans	20	18	1	Employed by the Dominion Line.
38	Paul Gobeil	52	"	0	0	0	One of the directors of the Corporation of Pilots. Not re-elected at last election.
39	Chs. Alarie Raymond	50	Château Richer	5	5	4	
40	Victor Vézina	53	Quebec	21	16	1	Employed by the Thomson Line.
41	L. B. O. Goutron dit Larochelle	51	St. Michel, Bellechasse	17	15	1	" Allan Line.
42	Chs. Hermie *alias* A. Bernier	53	"	0	0	0	One of the directors of the Corporation of Pilots. Re-elected at last election.
43	Louis Robert Demers	52	Quebec	15	15	2	Employed by the Quebec SS. Co.
44	Vital Ephrem Chamberland	58	St. Michel, Bellechasse	5	5	4	
45	Joseph G. Dupil	51	Quebec	14	17	1	" Allan Line.
46	Joseph Fortier	54	St. John, Orleans	10	11	2	" Black Diamond Line.
47	Nestor Lachance	53	"	7	10	1	
	Cyrille Audet dit Lapointe	53	St. Michel, Bellechasse	5	4	4	
	Joseph Lapointe	55	St. Laurent, Orleans	5	5	4	
	Pierre Pepin dit Lachance	49	Montreal	14	14	2	" "
	Théophile Gourdeau	54	Lauzon, Levis	11	12	1	
	Isiode Noël	48	St. John, Orleans	4	6	4	
	Jean Evariste Adam	54	Trois Saumons	4	6	4	
	Alfred Larochelle	48	St. Michel, Bellechasse	16	16	0	" Beaver Line.
55	Théophile Corriveau	51	Quebec	10	11	1	
56	Elzéar Godbout	50	"	9	12	1	" Black Diamond Line.
57	George Couillard Déspres	50	Bienville, Lévis	5	4	4	Died the 9th November, 1898.
58	Pierre Gobeil	50	St. John, Orleans	11	12	3	Employed by the Black Diamond Line.
59	Théophile Pepin dit Lachance	53	Montreal	9	10	2	" "
60	Achille Treffé Simard	47	St. Joseph, Lévis	23	24	1	" London and Head Line.
61	Jean-Bte. Patoine	47	Montreal	13	13	2	" Black Diamond Line.
62	Narcisse Lavoie	49	Ste. Luce, Rimouski	6	4	4	
63	Joseph Emilio Couillard	47	Quebec	6	6	2	" SS. "Greetlands."
64	Louis Albert Royer	53	St. John, Orleans	9	8	2	
65	Adélard Santerre	48	St. Michel, Bellechasse	17	19	1	" Allan Line.
66	Onésime Noël	46	St. John, Orleans	16	21	1	" Thomson Line.
67	Napoléon Baillargeon	48	Ste. Petronille, Orleans	4	5	4	
68	Jos. Frs. Xavier Bernier	46	Quebec	16	16	1	" Donaldson & Ross Line.
69	Frs.-Xav. Demeule	46	St. John, Orleans	0	0	0	Master of Pilot Schooner No. 5.
70	Louis Honoré Lapierre	48	Notre Dame, Lévis	9	10	1	Employed by the Black Diamond Line.
71	Joseph Eugène Lachance	44	St. John, Orleans	5	5	5	
72	David Arthur Bouffard	44	St. Laurent, Orleans	4	6	4	
73	Jean Théophile St. Laurent	47	Quebec	18	20	1	" Dominion Line.
74	Jacques Georges Dugas	46	"	5	5	4	
75	Joseph Victor Gourdeau	51	Ste. Petronille, Orleans	10	11	2	" Black Diamond Line.
76	Louis *alias* Treffé Delisle	44	Trois Pistoles	5	6	4	
77	Jean-Bte. Couillard	47	Cap St. Ignace	6	5	5	
78	Chs. Pelletier	48	St. Michel, Bellechasse	5	5	4	

have kept constantly before the government the necessity of replacing the tran light ships by permanent light houses.

SAGUENAY PILOTAGE.

In the fall of 1897, the corporation of pilots requested the commissioner take action against one Jos. Tremblay, an unlicensed pilot, for having piloted bark "Thabitha" contrary to the provisions of "The Pilotage Act" in the Ri Saguenay, after a licensed pilot had offered his services.

The commissioners refused to take action on the ground that there was no tari compulsory pilotage for the River Saguenay, nor could one be enacted under present provisions of "The Pilotage Act."

The corporation of pilots carried the question to the courts, and although case went against them on a technicality, it was maintained that they had preference to pilot in the River Saguenay, and that it was the duty of commissioners to pass a tariff.

The commissioners have therefore passed a tariff of pilotage for the R Saguenay, and regulations to govern the pilots and piloting in that river, and h submitted same to the Department of Marine and Fisheries for the approval of Excellency the Governor General in Council.

So far this approval has not been given, the Deputy Minister of Justice ta the same ground as the commissioners had taken, that is, that a by-law provi such a tariff cannot be made in view of section 15, subsection *h*, of "The Pilo Act."

PILOTAGE EARNINGS.

According to a return received from the secretary-treasurer of the corpor of pilots for and below the harbour of Quebec, their gross earnings for the se have been $137,073.61.

Of this amount $128,734.28 was received from 929 British vessels, and balance, $8,339.33, from 106 foreign vessels.

The total expenses, including the percentage for the pension fund, have $24,366.75, leaving a net balance of $112,706.86 to be divided among an averag 126 or 127 pilots, giving them a net dividend of $890.96 each.

DIRECTORS OF THE CORPORATION OF PILOTS.

At their annual meeting, held on the tenth of December last, the follo directors to the corporation of pilots have been elected for the ensuing year, Léo Labrecque, Edmond Larochelle, Arbel Bernier, Jean-Baptiste Trem Jos. Pouliot and L. E. Morin, and at a subsequent meeting of the new board Mr. Morin was unanimously elected president.

Annexed to the present report are the various statements not herein allu which contain all the information yearly conveyed to your department b commissioners in their capacity of pilotage authority.

I have the honour to be, sir,
Your most obedient servant,

JAS. WOODS,
Secretary-Treasur

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 9th December, 1898.

(Actuselskabit)

C. T. BOE, Esq., Agent,
Arendal, Norway.

GENTLEMEN,—I have the honour to place before you by direction of the Quebec Harbour Commissioners the following facts in connection with an accident to the SS. "Truma," just outside the harbour of Quebec.

On the night of the 23rd of August, the SS. "Truma," light, in charge of pilot Asselin, on her outward trip took the north channel off the Island of Orleans, in place of the south channel off same island, the proper one, touched ground slightly and returned to Quebec, and no damage being found, proceeded on her voyage.

The commissioners' harbour master saw the master of the SS. "Truma" on his return and requested him to lodge a complaint against his pilot, so that the accident could be investigated; that it was his duty and he was bound to do this.

The captain positively refused, saying, that his vessel had received no damage and that he had no fault to find with his pilot.

Under those circumstances, the commissioners, as they have the power to do so, took legal steps to investigate this accident; but their powers to do this were very much limited by the captain's refusal to make a written complaint.

It was decided that this investigation would be held after the vessel had completed her summer contract, so as not to cause her any detention or loss in this respect.

Mr. Carbray, of Carbray, Routh & Co., a commissioner and also one of the agents of the vessel, communicated this to Montreal, and the captain was fully informed of the anxiety of the commissioners to hold the investigation.

The case was finally fixed for the 4th of November, and the necessary documents served upon the master and a portion of the crew in Montreal, to appear as witnesses. The master treated them with contempt, and some twenty-four hours before the trial would have been held, proceeded through the harbour of Quebec without stopping. The commissioners have fined him $40 for this contempt, all that the law allows them, and will exact it the first time he returns to the harbour.

The commissioners would represent that this accident was a very peculiar one, and one that might have had very serious consequences, only another such having happened in this port for the last twenty years, when in 1892 the SS. "Commasee's" pilot committed this same error, and for which he had his branch taken from him.

This action of the master of the SS. "Truma" has brought the commissioners' authority into contempt, and has prevented them from inquiring into a matter of great consequence to the shipping trade of the St. Lawrence. It was of great importance to find out how the accident had occurred; whether it was the pilot's or master's fault, or was due to some defect in the leading (harbour) lights, which should be rectified.

Under those circumstances, the commissioners had no other course than to close the case, as they had no evidence, and to bring the master of the SS. "Truma's" conduct to your notice, and it is also their intention to have a copy of this letter forwarded to Lloyd's London Association.

I remain, yours respectfully,

JAS. WOODS,
Secretary Treasurer.

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, on the active list, on the 31st December, 1898, the number who retired, struck off the active list, or died during the year, the number temporarily suspended, the number who were unable to serve, the number in charge of Government steamers, &c.

Number.	Name.	Age.	Residence.	Number of Pilotages Effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
1	Jérémie Dufresne	82	Quebec	2	2	2	Pensioned the 5th August, 1898.
2	Antoine Gobeil	70	St. Laurent, Orleans	15	15	1	Employed by the Allan Line.
3	Charles Francis Brown	71	Quebec	4	6	4	
4	Paul Pâquet	67	St. John, Orleans	6	7	4	
5	Joseph Pouliot	72	"	5	4	4	
6	Georges Normand	68	Crane Island	5	4	5	
7	David Damour	66	Trois Pistoles	5	5	4	
8	Charles Vézina	61	St. Michel, Bellechasse	5	5	4	
9	Numa Lachance	64	"	15	15	1	" "
10	Joseph Gravel	72	Quebec	5	5	5	
11	Auguste Couillard Despres	62	Lauzon, Lévis	15	15	1	" Black Diamond Line.
12	Jean Bte. Pouliot	57	St. John, Orleans	5	4	4	
13	Jean Gobeil	62	"	3	2	2	Sick since the 1st of September.
14	Joseph Pâquet	61	Quebec	6	5	5	
15	Louis Edmond Morin	60	"	18	19	1	Employed by the Thomson Line. Elected director of the Corporation at last election.
16	Moise Lachance	61	St. John, Orleans	5	5	5	
17	Joseph S. Brown	64	Quebec	5	6	5	
18	Hubert Raymond	59	"	10	11	1	
19	Achille Damour	59	St. Valier	6	4	5	
20	Joseph Pouliot	55	St. John, Orleans	0	0	0	Sick all the season.
21	Edmond Larochelle, sen	55	Quebec	1	1	0	One of the directors of the Corporation of Pilots. Re-elected at last election.
22	Ant. Thomas Chouinard	64	Point au Père	0	0	0	Sick all the season.
23	Laurent Godbout	55	Quebec	0	0	0	Office-keeper.
24	Adelme Pouliot	59	St. Laurent, Orleans	19	19	1	Employed by the Dominion Line.
25	Bart. Pepin dit Lachance	53	St. John, Orleans	6	5	4	
26	Frs.-Xav. Delisle	53	Quebec	5	5	4	
27	Joseph Pepin dit Lachance	61	"	7	7	5	
28	Damien Eugène Boulanger	55	Tadoussac	0	0	0	Master of the Saguenay Station.
29	Cyprien Langlois	54	St. John, Orleans	6	4	5	
30	Jean Delisle	53	"	6	6	0	(Absent).

	Charles Normand	*52*	*Quebec*	10	9	2	
32	*Napoléon Rioux*	*53*	*Ste. Petronille, Orleans*	5	6	4	
33	*Jean-Bte. Tremblay*	*55*	*Quebec*	5	5	1	
34	Ray. Baquet dit Lamontagne	53	Notre Dame, Lévis	17	16	0	Employed by the Beaver Line.
35	Frs.-Xav. Lamarre	52	St. Valier	0	0	0	President of the Corporation of Pilots. Not re-elected at last election.
36							
37	Moïse Pouliot	50	St. John, Orleans	20	18	1	Employed by the Dominion Line.
38	Paul Gobeil	52	"	0	0	0	One of the directors of the Corporation of Pilots. Not re-elected at last election.
39	Chs. Alarie Raymond	50	Château Richer	5	5	4	
40	Victor Vézina	53	Quebec	21	16	1	Employed by the Thomson Line.
41	L. B. O. Goutron dit Larochelle	51	St. Michel, Bellechasse	17	15	1	" Allan Line.
42	Chs. Hermie *alias* A. Bernier	53	"	0	0	0	One of the directors of the Corporation of Pilots. Re-elected at last election.
43	Louis Robert Demers	52	Quebec	15	15	2	Employed by the Quebec SS. Co.
44	Vital Ephrem Chamberland	58	St. Michel, Bellechasse	5	5	4	
45	Joseph G. Dupil	51	Quebec	14	17	1	" Allan Line.
46	Joseph Fortier	54	St. John, Orleans	10	11	2	" Black Diamond Line.
47	Nestor Lachance	53	"	7	10	1	
48	Cyrille Audet dit Lapointe	53	St. Michel, Bellechasse	5	4	4	
49	Joseph Lapointe	55	St. Laurent, Orleans	5	5	4	
50	Pierre Pepin dit Lachance	49	Montreal	14	14	2	" "
51	Théophile Gourdeau	54	Lauzon, Levis	11	12	1	
52	Isiode Noël	48	St. John, Orleans	4	6	4	
53	Jean Evariste Adam	54	Trois Saumons	4	6	4	
54	Alfred Larochelle	48	St. Michel, Bellechasse	16	16	0	" Beaver Line.
55	Théophile Corriveau	51	Quebec	10	11	1	
56	Elzéar Godbout	50	"	9	12	1	" Black Diamond Line.
57	George Couillard Despres	50	Bienville, Lévis	5	4	4	Died the 9th November, 1898.
58	Pierre Gobeil	50	St. John, Orleans	11	12	3	Employed by the Black Diamond Line.
59	Théophile Pepin dit Lachance	53	Montreal	9	10	2	" "
60	Achille Trefflé Simard	47	St. Joseph, Lévis	23	24	1	" London and Head Line.
61	Jean-Bte. Patoine	47	Montreal	13	13	2	" Black Diamond Line.
62	Narcisse Lavoie	49	Ste. Luce, Rimouski	6	4	4	
63	Joseph Emilio Couillard	47	Quebec	6	6	2	" SS. "Greetlands."
64	Louis Albert Royer	53	St. John, Orleans	9	8	2	
65	Adélard Santerre	48	St. Michel, Bellechasse	17	19	1	" Allan Line.
66	Onésime Noël	46	St. John, Orleans	16	21	1	" Thomson Line.
67	Napoléon Baillargeon	48	Ste. Petronille, Orleans	4	5	4	
68	Jos. Frs. Xavier Bernier	46	Quebec	16	16	1	" Donaldson & Ross Line.
69	Frs.-Xav. Demeule	46	St. John, Orleans	0	0	0	Master of Pilot Schooner No. 5.
70	Louis Honoré Lapierre	48	Notre Dame, Lévis	9	10	1	Employed by the Black Diamond Line.
71	Joseph Eugène Lachance	44	St. John, Orleans	5	5	5	
72	David Arthur Bouffard	44	St. Laurent, Orleans	4	6	4	
73	Jean Théophile St. Laurent	47	Quebec	18	20	1	" Dominion Line.
74	Jacques Georges Dugas	46	"	5	5	4	
75	Joseph Victor Gourdeau	51	Ste. Petronille, Orleans	10	11	2	" Black Diamond Line.
76	Louis *alias* Trefflé Delisle	44	Trois Pistoles	5	6	4	
77	Jean-Bte. Couillard	47	Cap St. Ignace	6	5	5	
78	Chs. Pelletier	48	St. Michel, Bellechasse	5	5	4	

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, &c.—*Concluded.*

Number.	Name.	Age.	Residence.	Number of Pilotages Received. Inwards.	Outwards.	Movages.	Casualties and Remarks.
79	Joseph *alias* Philéas Langlois	52	St. John, Orleans	0	0	0	Master of Pilot Schooner No. 2.
80	Nazaire Delisle	49	"	6	5	4	
81	J. E. Bonaventure Lavoie	46	Ste. Luce, Rimouski	6	5	4	
82	Adjutor Baillargeon	44	Ste. Petronille, Orleans	14	11	1	Employed by the Black Diamond Line.
83	Samuel Rioux	45	Quebec	19	14	1	Employed by the Allan Line.
84	Chs. Octave Clavet	44	St. Michel, Bellechasse	17	18	1	" Black Diamond Line.
85	Paul Lachance	42	Quebec	10	13	1	" Johnston Line.
86	Arcadius Jouvin	40	Ste. Luce, Rimouski	5	5	4	
87	Léon Labrecque	48	St. Laurent, Orleans	0	0	0	One of the directors of the corporation of Pilots. Re-elected at last election.
88	Paul Lachance	43	St. John "	6	6	0	
89	Joseph Pouliot	42	" "	5	6	4	
90	Joseph Larochelle	41	St. Michel, Bellechasse	4	5	4	
91	Adjutor Lachance	40	" "	9	7	2	
92	Frs. Gaudreau	47	Quebec	11	8	1	Employed by the London and Head Line.
93	Arthur Kœnig	47	L'Islet	10	11	1	
94	Eugène Anctil	39	St. Jean Port Joli	0	0	0	Master of pilot schooner No. 1.
95	David Dumas	45	Notre-Dame, Lévis	6	5	5	
96	Joseph Lachance	44	St. Laurent, Orleans	7	6	4	
97	Paul Paquet	40	St. John "	0	0	0	One of the directors of the corporation of Pilots. Not re-elected at last election.
98	Alphonse Pouliot	46	" "	5	6	5	
99	Elzéar Normand	39	L'Islet	5	6	4	
100	Jean Bernier	39	"	17	15	1	Employed by the Donaldson and Ross Line.
101	Joseph Paquet	37	St. John, Orleans	5	6	4	
102	Jean A. Lachance	36	St. Henri, Lévis	4	6	4	
103	Arthur Baillargeon	41	Ste. Pétronille, Orleans	13	12	1	" Elder Line.
104	Joseph Vézina	37	St. Laurent "	4	6	4	
105	Herménégilde Guénard	40	St. Thomas, Montmagny	5	6	4	
106	Elzéar Desrosiers	45	Quebec	5	4	5	
107	John J. A. Irvine	42	Green Island	4	6	4	
108	Frederick Bouffard	41	St. Laurent, Orleans	6	5	4	
109	Jules Asselin	37	St. Michel, Bellechasse	6	6	5	
110	Prudent Marmen	39	Beauport	4	5	4	
111	Lucien Lachance	37	Notre Dame, Lévis	12	13	1	Employed by the Black Diamond Line.
112	Alfred Dion	40	Green Island	5	6	4	

113	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
114	[illegible] Bernier	40	St. Michel, Bellechasse	20	26	1	" Dominion, Liverpool and Bristol.
115	[illegible] Blouin	47	St. John, Orleans	5	5	4	
116	[illegible] *alias* Laurent Godbout	38	Quebec	21	23	1	
117	Alfred Godreau	45	Cap St. Ignace	4	6	5	" London and Head Line.
118	Alfred Raymond	37	Kamouraska	5	5	4	
119	Philéas Lachance	38	St. John, Orleans	16	17	1	
120	Joseph H. Talbot	36	Berthier	14	15	1	" Black Diamond Line.
121	Moïse Arthur Lachance	35	St. John, Orleans	4	6	4	" "
122	Louis Frs. Thivierge	32	" "	6	5	4	
123	François *alias* Joseph N. Dallaire	37	St. Laurent, Orleans	0	0	0	Died the 15th April, 1898.
	Joseph Emilien *alias* Emile Lachance	32	St. John "	5	5	4	
124	Alphonse Asselin	33	St. Michel, Bellechasse	13	14	2	Employed by a Collier.
125	Edmond Larochelle	32	" "	11	11	1	" the Johnston Line.
126	Joseph Plante	32	St. Paul's Bay	5	4	4	
127	Alphonse Paquet	32	St. John, Orleans	7	6	4	
128	Paul *alias* Napoléon Pouliot	39	" "	5	5	4	
129	Arthur Dorion	42	St. Joseph, Lévis	5	5	4	
130	Adélard Bernier	37	Quebec	17	19	1	Employed by the Dominion Line.

Certified.

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 3rd January, 1899.

PILOTAGE TARIFF.

RATES of Pilotage for the Harbour of Quebec and below, as per by-law passed by the Quebec Harbour Commissioners, on the 18th June, 1891, and sanctioned by His Excellency the Governor General in Council, on the 26th June, 1891.

TABLE I.

RATES of Pilotage for the Harbour of Quebec and below, for each foot of draught of Water.

From	To	From the 1st May to the 10th Nov.	From the 10th Nov. to the 19th Nov	From the 19th Nov. to the 1st Mar.	From the 1st Mar. to the 1st May.
Bic Island or any place below anchorage of Brandy Pots, off Hare Island	Anchorage or mooring ground in the Basin or Harbour of Quebec	$3.87	$4.95	$6.02	$4.41
The anchorage ground at the Brandy Pots, off Hare Island or any place above the said anchorage ground and below St. Roch's Point ..	" "	⅔ "	⅔ "	⅓ "	⅔ "
St. Roch's Point or any place above the Point and below the Point-aux-Pins, on Crane Island.....	" "	⅓ "	⅓ "	⅓ "	⅓ "
Point-aux-Pins or Crane Island or any place below St. Patrick's Hole	" "	¼ "	¼ "	¼ "	¼ "
The anchorage or mooring ground in the Basin or Harbour of Quebec.....	Bic Island or the place where the pilot shall be discharged in the river below Quebec.	$3.40	$4.46	$5.54	$3.93

TABLE II.

RATES of Pilotage for the Harbour of Quebec and below.

From	To	$ c
Any wharf in the Harbour of Quebec between Point-à-Carcy, below, and the West End of the Allan's wharf above, both inclusive.....	Any other wharf within said limits.. ...	[illegible]
Any place in the Harbour of Quebec, not being a wharf within the above mentioned limits.....	Any other place in the said harbour not being a wharf within the said limits ...	[illegible]

Pilots taking charge of vessels at St. Patrick's Hole or above it, shall be entitled to no more than the sum allowed in Table II. for piloting vessels from one part of the harbour to another.

J. B. LALIBERTÉ,
Chairman.

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
3rd January, 1899.

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held during the year 1898, before the Quebec Harbour Commissioners, under the authority of the Pilotage Act, 36 Vic., chap. 54, and 45 Vic., chap. 32, sec. 4.

Name of Pilot Tried.	Nature of Complaint.	Date of Trial.	Result.
Charles Vézina ...	Stranding the SS. "Livonian" on Red Island Reef.	11th July.	That having taken cognizance of the charge lodged against the defendant, Charles Vézina, branch pilot No. 8, for and below the harbour of Quebec, and considering the evidence adduced, the court finds the said Charles Vézina guilty of an error of judgment in not properly calculating the speed of the vessel and the allowance for the current when running in a fog, although as by the tenor of the whole evidence it is shown that he kept the proper course and took due care in taking soundings. This miscalculation led him to run his vessel ashore on the north-east of Red Island in place of safely passing through the channel to the south of it. But owing to his long service of forty years, over twenty of which has been spent as a special pilot on the Allan Line, and in which time there has been neither accident nor complaint recorded against him, in consideration of these mitigating circumstances, the court while severely censuring the said Charles Vézina, branch pilot No. 8, only condemns him in the nominal sum of $5 and costs of the case.
Jules Asselin	Taking the north channel off the Island of Orleans with SS. "Truma" and grounding slightly.	19th Sept., 18th Oct. and 4th Nov.	Investigation closed 4th of November without results, witness of SS. "Truma" making default.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 3rd January, 1899.

Certified,
JAS. WOOD,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSION.

LIST of Apprentice Pilots immediately under the Quebec Harbour Commissioners Pilotage Authority on the 31st December, 1898.

Number	Names.	When Indentured.	Remarks.
1	George Dugas.....	11th April, 1871..	Absent since the fall of 1877.
2	Ernest Nolet.....	19th March, 1874..	Absent since the fall of 1878.
3	Adélard Vézina.....	24th May, 1883..	It is stipulated in the indentures of these apprentices that they will not be admitted to pass their examination before the number of pilots is reduced to 125, as provided for by the Act 45 Victoria, cap. 32.
4	Jean-Bte. Pouliot.....	" 1883..	
5	Joseph Thivierge.....	" 1883..	
6	Léonidas Lachance	" 1883..	
7	Eudore Langlois.....	" 1883..	
8	Frs. X. Eustache *alias* Wm. Doiron	12th July, 1883..	

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 3rd January, 1899.

Certified,
JAS. WOOD,
Secretary-Treasurer.

QUEBEC, 31st December, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to forward a detailed statement in duplicate of th moneys received and expended by the Decayed Pilot Fund of Quebec for the yes 1898; also a statement of the moneys received and expended by the corporation pilots, all of which certified:

The total amount received was.....	$137,073 61
Total amount expended was.....	24,366 75
Leaving a balance of.....	$112,706 86

to be distributed among 126 pilots, thus giving to each a dividend of $890.96.

One hundred and six foreign vessels paid $8,339.33, and 929 British vesse paid $12,873.28.

All of which is respectfully submitted.

F. X. DION,
Secretary-Treasurer.

THE CORPORATION OF PILOTS.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, during the year 1898.

RECEIPTS.	$ cts.
To balance of 1897	18,170 26
The Corporation of Pilots' Capital Acct.	1,000 00
To fines	40 00
To percentage or contribution of pilots.	9,666 98
Interest on investment	3,443 50
Joseph Lachance,—capital	20 00
Savings bank	493 29
	32,834 03

EXPENDITURE.	
By pensions	7,816 58
By relief	576 76
Salaries	550 00
Deposit in savings bank	23,766 61
Balance on hand	124 08
	32,834 03

PENSIONERS RELIEVED BY THE FUND.

Gobeil, Jean	66 64
Chouinard, Thomas	200 00
Pouliot, Joseph	183 35
Curodeau, Nazaire	126 77
	576 76

PENSIONERS AT THE EXPENSE OF THE FUND.

Amount paid to each during the year, from the 1st November, 1897, to 1st November, 1898.

Twelve Pilots, at $120.

Bouffard, David	120 00
Chassé, Jean	120 00
Couillard, Jos. Ph	120 00
Demers, Victor	120 00
Dufresne, Jérémie, pensioned 5th Aug., 1898	28 60
Genest, Edouard	120 00
Lapointe, Antoine	126 00
Pouliot, Joseph	120 00
Pouliot, Jean, died 20th June, 1898	76 80
Talbot, J. Bte	120 00
Tremblay, Laurent, died 12th June, 1898	73 92
Ménard, Régis	120 00
	1,259 12

One Pilot at $110.

Verreault, Dominique	110 00

Three Pilots, at $100.

Després, Abraham	100 00
St. Laurent, Amable	100 00
Vézina, Alexis, died 5th May, 1898	51 65
	251 65

Two Pilots at $98.

Dick, Ovide	98 00
Lapointe, Cyrille, arrears	24 50
" year	98 00
	220 50

One Pilot at $96.

	$ cts.
Pelletier, François	96 00

Three Pilots at $88.

Charest, Pierre	88 00
Pouliot, Paul	88 00
Raymond, Léandre	88 00
	264 00

One Pilot at $57.

Forbes, James	57 00

WIDOWS OF PILOTS.

Twenty-one Widows at $70.

Widow Audet dit Lapointe, George	70 00
" Bernier, J. Bte	70 00
" Brown, Charles	70 00
" Caron, Max	70 00
" Delisle, Magloire	70 00
" Dumas, Charles	70 00
" Dumas, François	70 00
" Dion, Jean Bte	70 00
" Dick, Joseph, died 24th Sept., 1898	52 50
" Godbout, Laurent	70 00
" Girard, Dominique	70 00
" Jouvin, Hilaire	70 00
" Laprise, Louis	70 00
" Langlois, Paul	70 00
" Lavoie, Ls. Jos	70 00
" Lapierre, Pierre	70 00
" Marcoux, Edouard	70 00
" Pelletier, Alexis	70 00
" Pettigrew, Edouard, died 14th Jan., 1898	14 30
" Pouliot, Jean, pensioned 20th June, 1898	26 30
" Vaillancourt, Alexandre	70 00
	1,352 10

Twenty Widows at $66.

Widow Baquet, Annibal	66 00
" Coulombe, Jean	66 00
" Fontaine, Louis	66 00
" Delisle, F. X	66 00
" Dumas, Hubert	62 03
" Dion, Julien, died 10th Oct., 1898	66 00
" Forgues, Narcisse	66 00
" Fontaine, Pierre	66 00
" Gourdeau, Pierre, died 28th Jan., 1898	16 50
" Guénard, Michel	66 00
" Lachance, F. X	66 00
" Lachance, Barth	66 00
" Lamarre, Jean Frs	66 00
" Laprise, Pierre	66 00
" Lemieux, Pierre	66 00
" Marticotte, Isaïe	66 00
" Morency, Jos	66 00
" Raymond, Jos	66 00
Carried forward	1,134 83

Statement of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, &c.—*Continued.*

Twenty Widows at $66—Con.	$ cts.
Brought forward	1,134 83
Widow Reuelland, Pierre, acct	49 50
" Thivierge, Louis	66 00
	1,250 33

Ten Widows at $65.	
Widow Adam, J. E	65 00
" Babin, Damase	65 00
" Demers, Edouard	65 00
" Dorion, Eustache	65 00
" Fortin, Nicholas	65 00
" Genest, Amable	65 00
" Gaudreau, François	65 00
" Lapointe, Joseph	65 00
" Leclerc, Louis O. C	65 00
" Plante, Gabriel, died 15th May, 1898	35 21
	620 21

Six Widows at $63.	
Widow Boucher, Antoine	63 00
" Cinq-Mars, David	63 00
" Crépault, Louis	63 00
" Curodeau, Pierre	63 00
" Mercier, Magloire	63 00
" Roy, Alexis	63 00
	378 00

Ten Widows at $60.	
Widow Fournier, Amable	60 00
" Glynn, Dennis	60 00
" Irvine, Wm., died 30th May, 1898	35 00
" Langelier, Fabien	60 00
" Langlois, Julien, arrears	15 00
" " year	60 00
" Laroche, Jean Bte	60 00
" Lavoie, A. (L. M.)	60 00
" Noël, Henri	60 00
" Ross, Pierre	60 00
	530 00

Eight Widows at $58.	
Widow Caron, Germain	58 00
" Côté, François	58 00
" Dion, Jean	58 00
" Kœning, C. F	58 00
" Lachance, Ovide	58 00
" Lévesque, Joseph	58 00
" Pineau, Benjamin	58 00
" Talbot, J. Bte	58 00
	464 00

Five Widows at $48.	
Widow Côté, Célestin	48 00
" Desrosiers, P	48 00
" Dion, Jos	48 00
" Lachance, F. X. acct	36 00
" Turgeon, Edouard	48 00
	228 00

Six Widows at $40.80.	$ cts.
Widow Dandurand, Jacques	40 80
" Dallaire, Nap., pensioned 15th April, 1898	22 10
" Keable, André	40 80
" Morency, Guill	40 80
" Pelletier, David F	40 80
" Rouleau, Pierre	40 80
	226 10

Six Widows at $38.40.	
Widow Caron, Fabien	38 40
" Côté, Magloire	38 40
" Langlois, Ls. (A. R.)	38 40
" Larochelle, Lawrence, pensioned 10th Dec., 1897	34 07
" McNeil, Thomas	38 40
" Turgeon, Alfred	38 40
	226 07

Children.	
Child of Boutin, Thomas, inf (1)	4 50
" " year	12 00
" Couillard, Hilaire, arrears	4 50
" " " inf., year (1)	12 00
" Dugas, Jean, inf., year (1)	12 00
" Forbes, Isaac, inf (2)	33 00
" Fortin, N., inf (1)	12 00
" Giroux, Jean, inf (1)	12 00
" Jahan, Joseph, inf (1)	12 00
" Langlois, Joseph, inf (1)	12 50
" Laprise, P. S. inf (2)	29 25
" Toussaint, P., inf (1)	12 00
" Plante, Jos., inf (1)	12 00
" Noël, F., inf (1)	12 00
" Chouinard, Ch., inf (1)	12 00
" Gobeil, Jean, pensioned 1st March, 1898, (1)	12 00
" Asselin, Louis, pensioned 15th Sept., 1898, inf (1)	2 25
	283 50

Recapitulation of Pensions.	
12 pilots at $120	1,259 12
1 " 110	110 00
3 " 100	251 65
2 " 98	220 50
1 " 96	96 00
3 " 88	264 00
1 " 57	57 00
—	
23 pilots.	
—	
21 widows at $70 00	1,352 10
20 " 66 00	1,250 33
10 " 65 00	620 21
6 " 63 00	378 00
10 " 60 00	530 00
8 " 58 00	464 00
5 " 48 00	228 00
6 " 40 80	226 10
6 " 38 40	226 07
—	
92 widows.	
—	
17 children at $18 or $15	283 50
	7,816 58
132 pensioners.	

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, &c.—*Concluded.*

DR.		CR.	
RECEIPTS.	$ cts.		$ cts.
To balance of 1897	18,170 26	By pensions, relief paid during the year 1898:—	
Trustees of Quebec roads, 1 year's interest to 1st July, 1898, on $22,800, at 6 per cent	1,368 00	By relief	576 76
The City of Quebec, 1 year's interest to 1st July, 1898, on $9,000, at 7 per cent	630 00	By arrears of pensions to 31st Dec., 1898	48 50
Treasury Department, 1 year's interest to 1st July, 1898, on $20,000, at 5 per cent	1,000 00	By quarter ending 31st Jan., 1898	2,005 15
The Corporation of Pilots, 1 year's interest on $1,000 at 4 per cent	40 00	" 30th April, 1898	1,998 00
Church Trustees, St. Fulgence, 1 year's interest on $2,500, at 5 per cent	125 00	" 31st July, 1898	1,910 23
Guillaume Bouchard, 1 year's interest on $2,400, at 5 per cent	120 00	" 31st Oct., 1898	1,854 70
The Municipality of St. Joseph de Lévis, 1 year's interest on $3,210, at 5 per cent	160 50	Salaries of secy.-treasurer and assistant	550 00
The Savings Bank, 1 year's interest on current account to 25th May, 1898	493 29	Deposit at savings bank — National Bank	23,766 61
Contributions of pilots	9,666 98	By balance on hand	124 08
Corporation of Pilots, fines	40 00		32,834 03
On account of capital remitted	1,000 00	STATEMENT OF FUND.	
		Moneys loaned	59,910 00
		Money in savings bank	23,766 61
		Money in secy.-treasurer's hands	124 08
			83,800 69
		To deduct the arrears of pensions due this day	106 50
	32,834 03		83,694 19

F. X. DION,
Secretary Treasurer.

We, the undersigned, certify to having minutely examined the books and accounts of the Decayed Pilot Fund of Quebec and found them correct.

T. BOISSINOT,
Accountant.

J. A. LACHANCE,
NAP. BAILLARGEON,
Auditors.

QUEBEC, 31st December, 1898.

STATEMENT of Balance Sheet.

Dr.	$ cts.	Cr.	$ cts.
Cash account	1,576 18	Superannuation fund	15,090 92
Union Bank, special	2,000 00	Outward pilotage	3,176 18
" superannuation	1,012 87		
" savings	1,600 00		
Government savings bank	6,878 05		
Dominion stock	5,200 00		
	18,267 10		18,267 10

J. TAYLOR WOOD,
Secretary-Treasurer.

STATEMENT OF Superannuation Fund.

Dr.	$ cts.	Cr.	$ cts.
Dominion stock	5,200 00	Balance, 31st December, 1897	14,111 76
Savings bank	6,878 05	Interest, &c	796 28
Special deposit	2,000 00	Commissions	661 63
Union Bank	1,012 87		15,569 67
		Less paid pensions	478 75
	15,090 92		15,090 92

J. TAYLOR WOOD,
Secretary-Treasurer.

OFFICE OF COMMISSIONERS' PILOTS,
HALIFAX, N.S., 31st December, 1898.

RETURN of Vessels entered Outward at the Port of Halifax, N.S., from 1st Janu[illegible]ry 1898, to 31st December, 1898, (subject to compulsory pilotage).

BRITISH.

Schooners.	Brigantines.	Barquentines.	Barques.	Ships.	Steamers.	Barges.	Tonnage.	Pilot F[illegible]	[illegible]
								$	cts
16	1	4	4	1	545	15	719,873	6 62[illegible]	68

FOREIGN.

17	2	4	43	1	66	8	121,786	1,506[illegible]	85

APPENDIX No. 11.

REPORT OF THE PILOTAGE AUTHORITY OF HALIFAX FOR THE YEAR ENDED 31st DECEMBER, 1898.

HALIFAX, N.S., 10th January, 1899.

Hon. Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg leave to transmit, for the information of the department, the inclosed returns of the pilotage authority of the district of Halifax, N.S., viz.:—

Statement of receipts and expenditures.
Statement of superannuation fund.
Return of vessels outward, British and Foreign.
Return of vessels inward, British and Foreign.
List of licensed pilots.

Respectfully,
Your obedient servant,

J. TAYLOR WOOD,
Secretary-Treasurer.

OFFICE OF COMMISSIONERS OF PILOTS,
HALIFAX, 31st December, 1898.

STATEMENT of Receipts and Expenditures for the year ended 31st December, 1898.

DR.	$ cts.	CR.	$ cts.
Salary, secretary and treasurer	600 00	Balance, December 31st, 1897	2,094 32
Rent, gas, &c	325 00	Outward pilotage	1,417 33
Printing, legal expenses, telephone, &c.	343 60	Commissions	1,340 76
Superannuation fund	1,407 91	Interest, &c	796 28
Union Bank	1,600 00	Licenses and bonds	254 00
	4,326 51		5,902 69
Balance, 31st December, 1898	1,576 18		

J. TAYLOR WOOD,
Secretary-Treasurer.

APPENDIX No. 12.

REPORT OF THE PILOTAGE AUTHORITY OF ST. JOHN, N.B., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

OFFICE OF PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B., 6th January, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Inclosed herewith, please find our annual return for pilotage for this district, for the year ending the 31st December, 1898, all of which I trust you will find in order.

I have the honour to be, Sir,
Your obedient servant,

J. W. THOMAS,
Secretary St. John Pilot Commissioners.

STATEMENT of Receipts and Expenditures for the year ended 31st December, 1898

INCOME ACCOUNT.	$ cts.	$ cts.
RECEIPTS.		
Licenses to 30 pilots at $5	150 00	
" 6 boats at $10	60 00	
		210 00
25 cents per foot on outward pilotage from Port of St. John to date	1,643 67	
" " " " Musquash "	7 00	
		1,650 67
		1,860 67
EXPENDITURES.		
Stationery, books, &c	18 45	
Auditing accounts for 1897	25 00	
Office rent, one year to 1st November, 1898	100 00	
Salary, Secretary-Treasurer	800 00	
Sundry accounts	30 00	
		973 45
Balance to credit of Pilot Fund Account		887 22
		1,860 67

J. W. THOMAS,
Secretary.

STATEMENT of Pilot Fund Account for the year ended 31st December, 1898.

PILOT FUND ACCOUNT.	cts.	$ cts.
DR.		
To Pensions paid 2 pilots	400 00	
" 6 widows	504 00	
" 1 child	20 00	
		924 00
Funeral expenses, William Miller		20 00
		944 00
Balance		9,690 52
		10,634 52
CR.		
By Balance 31st December, 1897		9,496 50
Interest on Dominion Savings Bank deposits, 12 months to 1st July, 1898, per pass book No. 744	124 62	
Interest on Dominion Savings Bank deposits, 12 months to 1st July, 1898, per pass book No. 10,260	126 18	
		250 80
Amount transferred from Income Account		887 22
		10,634 52
By Balance to credit of Pilot Fund, 31st December, 1898		9,690 52

J. W. THOMAS,
Secretary.

PILOTS' individual earnings for year 1898.

——	$ cts.	$
Total amount of pilotage received	24,677 06	
LESS—25 c nts per foot deducted from outward pilotage for office expenses, Pilot Fund, &c	1,643 67	
		23,0
Contra.		
Bennett, James	640 30	
Cline, Richard	1,818 70	
Cline, Alfred	373 20	
Cline, Richard B	234 75	
Conlin, Patrick	218 13	
Daley, Charles	307 50	
Doyle, James	1,962 23	
Doherty, Joseph	2,411 88	
Doody, P. George	79 50	
Fletcher, Edward J	374 25	
Lahey, William	535 50	
Lahey, Frank L.	464 50	
Mantle, James E	505 73	
McPartland, James	267 76	
Quinn, William	348 37	
Reed, James	311 76	
Rogers, Bart	2,097 53	
Spears, John	939 09	
Spears, Henry	1,666 62	
Spears, Martin	680 03	
Spears, James S	206 20	
Sherrard, John L. C	1,271 94	
Sproul, John	922 68	
Stone, Thomas J	901 15	
Scott, William	497 63	
Scott, Richard	173 75	
Thomas, John S	1,665 53	
Thomas, Robert	466 38	
Traynor, Thomas	690 80	
		23,0

J. W. THOMAS.
Secretary

STATEMENT of Finances of the St. John Pilot Commissioners, as per audit, 31 December, 1898.

INVESTMENT ACCOUNT.	$ cts.	$
On deposit in Dominion Savings Bank, per pass book No. 744	4,278 62	
" " " No. 10,260	4,332 72	
		8,6
CURRENT ACCOUNT.		
In Bank of New Brunswick		1,0
		9,6

J. W. THOMAS,
Secretary.

LICENSED Pilots, Port of St. John, N.B., for the year 1897–98.

Name.	Age.	Residence.	Remarks.
James	41	St. John, N.B.	
chard	73	"	
fred	41	"	
chard B.	28	"	
'atrick.	48	"	
ames	61	"	
Joseph	52	"	
harles	62	"	
. George	58	"	
Edward J.	71	"	
Villiam	69	"	
'rank L	27	"	
James E.	52	"	
and, James	64	"	
mes	52	"	
Bart	41	"	
ohn	49	"	
Henry	47	"	
Martin	41	"	
ames S	53	"	
, John L. C	64	"	
illiam	42	"	
chard	47	"	
homas J	45	"	
ohn	62	"	
John S	50	"	
Robert	57	"	
Thomas	45	"	
Villiam	51	"	
y, John	60	Musquash, N.B.	Licensed for Musquash only.

J. W. THOMAS,
Secretary.

n of Vessels arriving at Port of St. John, N.B. (subject to pilotage) for year ending 31st December, 1898.

——	British.	Foreign.	Total.
s	83	149	232
d brigantines	2		2
	8	6	14
and barquentines	21	27	48
	146	8	154
	260	190	450
of pilotage received	17,984 82	6,692 24	24,677 06

J. W. THOMAS,
Secretary.

APPENDIX No. 13.

REPORT OF THE PILOTAGE AUTHORITY, DISTRICT OF LOUISBURG, N.S., FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1898.

LOUISBURG, C.B., 31st January, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Herewith I beg to forward accounts for the Pilotage District of Louisburg, from the 1st of January to the 10th of October, 1898.

I have the honour to be, sir,
Your obedient servant,

JAS. McPHEE,
Secretary.

NAMES of Pilots and License Fees during the Year 1898.

No.	Age.	Names.	Fees.
			$ cts.
1	39	Wm. P. Cann, renewed license	2 50
2	59	George Kehoe "	2 50
3	37	Daniel A. Townsend "	2 50
4	35	John Power "	2 50
5	48	Elias Townsend "	2 50
6	59	Samuel A. Townsend "	2 50
7	38	Jas. T. Kelly "	2 50
8	50	John McDonald, new license	5 00
			22 50

NAMES of Masters of Vessels to whom Pilotage Licenses have been issued for the Year 1898.

Names.	Fees.
	$ cts.
Michael Florian, barges "Lizzy" and "Alice"	10 00
W. H. McGillivray, barges "A. L. Taylor" and "Mabel"	10 00
P. J. Wilcox, schooner "Clifton"	10 00
Edmund Pettipas, schooner "North America"	10 00
	40 00

JAS. McPHEE,
Secretary-Treasurer.

CLASS OF VESSELS.

—	Number.	Tonnage.
Steamers.		
British	81	97,280
Foreign	4	1,681
	85	98,961
Sailing Vessels.		
British	54	14,292
Foreign	45	31,159
	99	45,451

PILOTAGE RECEIVED.

—	$ cts.
From British vessels	2,027 76
" Foreign "	1,190 43
	3,218 19

STATEMENT OF EXPENDITURE AND RECEIPTS FOR 1898.

—	Amount.
RECEIPTS.	$ cts.
Amount received pilotage	3,218 19
" licenses	62 50
	3,280 69
EXPENDITURE.	
Paid printing bills	2 00
" secretary-treasurer's salary	128 73
" commissioners	62 50
" pilots	3,087 46
	3,280 69

JAS. McPHEE.
Secretary-Treasurer.

APPENDIX No. 14.

REPORT OF THE PILOTAGE AUTHORITY OF PICTOU, N.S., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

PICTOU, N S., 31 st December, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Inclosed please find annual returns for pilotage authority, Port of Pictou, for season ending 31st December, 1898.

I am, sir,
Your obedient servant,

W. H. NOONAN.

RECEIPTS and Expenditures of all Moneys received by or on behalf of the Pilotage Authority, in respect of Pilots or Pilotage.

RECEIPTS.	$ cts.	$ cts.
Received pilotage dues, as per statement	3,315 93	
" from 7 pilots, renewing bonds	7 00	
" from Capt. Belanger, license	40 00	
Balance due Secretary	653 81	
		4,016 74
EXPENDITURE.		
Paid pilots for pilotage	3,251 93	
" Secretary's salary	200 00	
Balance due from 1897	564 81	
		4,016 74

NEIL FRASER,
I. YORSTON,
H. McKENZIE,
JOHN R. DAVIES,
JOSEPH C. GRAHAM,
Pilot Commissioners, Port of Pictou, N.S.

TOTAL amount received for Pilotage Dues, for season ending 31st December, 1898.

	$ cts.	$ cts.
Total amount received for pilotage dues for season ending 31st December, 1898..	.....	3,315 93
Of this amount—		
Received from steamships	2,856 65	
" sailing ships	459 28	
		3,315 93
Of this amount—		
Received from British ships..	711 92	
" foreign ships	2,604 01	
		3,315 93

Certificated Master,
A. B. BELANGER, SS. "Campana."

Earnings of Pilots, 1898.

No.	Name.	Age.	Amount.	
			$ cts.	$ cts.
1	James Fraser	67	154 93	
2	.....	.....	.....	
3	W. A. Cooke	60	232 79	
4	.....	.....	.....	
5	.....	.....	.....	
6	C. A. Cooke	52	533 78	
7	Geo. W. Powell	47	401 49	
8	Danl. McLeod	57	268 10	
9	Danl. Smith	47	822 98	
10	Angus Smith	41	837 86	
				3,251 93

APPENDIX No. 15.

REPORT OF THE PILOTAGE AUTHORITY OF SYDNEY, N. S., FOR THE YEAR ENDED 31st DECEMBER, 1898.

NORTH SYDNEY, 12th January, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Canada.

DEAR SIR,—I beg to wait on you with returns in connection with the pilotage authority district of Sydney for the year ending 31st December, 1898, showing:

Balance due per account	$ 513 98
Amount on deposit, Bank of Nova Scotia	1,000 00
	$ 1,513 98

Which I trust will be found correct.

Your obedient servant,

DANIEL McLEAN,
Secretary.

NORTH SYDNEY.

—	Number.	Tonnage.
British steamers	175	128,649
Foreign do	50	37,154
British sailing vessels	39	14,697
Foreign do	30	16,049
Relief	16	4,892
Total	310	201,441

PILOTAGE RECEIVED.

From British vessels	$4,027 16
From Foreign vessels	1,726 50
From relief	74 00
Total	5,827 66

INTERNATIONAL.

——	Number.	Tonnage.
British steamers	232	$326,882
Foreign do	36	49,240
British sailing vessels	22	25,701
Foreign do	14	8,077
Relief	6	633
Total	310	410,533

PILOTAGE RECEIVED.

From British vessels	$12,030 87
From Foreign vessels	2,097 00
From relief	19 50
Total	14,147 37

RECAPITULATION.

Port.	Number of Vessels.	Tonnage.	Amount.
North Sydney	310	201,441	$5,827 66
International	310	410,533	14,147 37
Total	620	611,974	$19,975 03

MASTERS LICENSED.

No.	Name.	Vessel.	Class.	Amount.
				$
2	P. Lechance	Polino	Steamer	40
3	D. Fraser	Coban	"	40
4	D. C. Fraser	Bonavista	"	40
5	E. Couillard	Greetlands	"	40
7	T. Whalen	Cacouna	"	40
8	J. Couillard	Acadian	"	40
9	J. Reed	Cape Breton	"	40
10	J. A. Farquhar	Harlaw	"	40
11	H. G. Gould	Louisburg	"	40
12	J. Delish	Tiber	"	40
	Total			400

Statement showing each Pilot's Earnings for Year ending 31st December, 1898.

No.	Names.	Amount.
		$ cts.
1	Con. Mullins	590 23
2	William Ratchford	590 18
3	John Cann	590 35
4	John Mullins	590 23
5	Sylvester Shanahan	590 23
6	Andrew Ratchford	590 23
7	John Fraser	590 23
8	J. G. McGillvary	590 23
9	Angus McNeil	590 23
10	John Carroll	590 23
11	George Brown	590 23
12	Laurence Connell	590 23
13	James Carroll	590 23
14	D. D. Petrie	590 23
15	John McNeil	590 23
16	Peter Burke	590 23
17	James Shanahan	590 23
18	William Brown	590 23
19	Thomas Ratchford	590 23
20	G. D. Townshend	590 23
21	J. B. McGillvary	590 22
22	Laurence Ling	590 23
23	James Fraser	590 23
24	Thomas McNeil	590 23
25	John T. Laffin	590 23
26	Thomas Roberts	590 23
27	Bernard Carroll	590 23
28	Joseph Brown	590 23
29	Bernard Mullins	590 23
	Apprentice.	
	D. A. McInnis	295 12
	E. D. Cann	295 12
	Michael Curren	295 12
	Wm. D. McGillvary	295 1
	Vincent McGillvary	295 1
	John Peck	295 1
		18,887

ANTHONY GANNON,
Head Collector.

STATEMENT of Relief.

Date.	Name.	Amount.
1898.		$ cts.
June 10	Widow J. G. McGillvary	15 00
" 11	" Madere	20 00
" 11	" Margaret Petrie	15 00
July 11	Family Doyle	15 00
" 11	Widow Mary Petrie	15 00
" 11	" Mullins	15 00
" 11	" J. H. Brown	30 00
" 12	" Daley	15 00
" 19	" Isabella McGillvary	15 00
" 25	" Young	15 00
Aug. 6	Family Doyle	15 00
" 10	Widow McInnis	15 00
" 12	" Mary Petrie	15 00
" 13	" Madere	20 00
Oct. 7	" Daley	15 00
" 20	" Isabella McGillvary	15 00
" 21	Family H. McGillvary	25 00
" 21	Widow Young	15 00
" 21	" McInnis	15 00
" 22	" J. D. McGillvary	15 00
" 22	" Margaret Petrie	15 00
Nov. 8	Pilot John Curren	50 00
" 10	Widow Carroll	15 00
Dec. 22	" Mullins	15 00
" 22	" Carroll	15 00
		445 00

DR. SYDNEY Pilotage Authority. CR.

1898.		$ cts.	1898.	$ cts.
To paid total pilotage	$19,975 03		By Total pilotage, per return	19,975 03
Less—Relief	93 50		License to pilots	87 00
	$19,881 53		Boats licensed	16 00
" Commission	994 07		Masters licensed	400 00
		18,887 46	Refunded by Mr. Purvis	100 00
Collectors (per agreement)		516 45	Balance on hand	379 53
Head collectors, office rent & fuel		50 00	Interest	14 54
Safe for pilot office		115 00	Deposit receipt in B'k of Nova Scotia	1,000 00
Expenses five commissioners		150 00		
Books, printing and stationery		18 62		
Telephone and postage		11 39		
Bank charges, drafts, Sydney		14 20		
Relief, per statement		445 00		
Amount of deposit, Bank of Nova Scotia		1,000 00		
Secretary and treasurer's salary		250 00		
Balance carried down		513 98		
		21,972 10		21,972 10
			1898.	
			By Balance put down	513 98
			Amount on deposit, Bank of Nova Scotia	1,000 00
				1,513 98

APPENDIX No. 16.

REPORT OF THE PILOTAGE AUTHORITY FOR THE PILOTAGE DISTRICT OF ST. MARY'S AND LISCOMB, FOR THE YEAR ENDING 31ST DECEMBER, 1898.

RETURN of Pilotage for Pilotage District of St. Mary's and Liscomb, for year ended 31st December, 1898.

EDWARD QUINN, PILOT No. 1, FOR ST. MARY'S.

Date of Arrival.	Where from.	Rig.	Name of Vessel.	Port of Registry.	Registered Tonnage.	Name of Master.	Rate of Pilotage. Inwards.	Outwards.	Total.
1898.							$ cts.	$ cts.	$ cts.
June 21..	Liscombe	Schooner	Cecilia W	Halifax	41	J. Hartling	1 64	1 64	3 28
" 25..	Boston	"	E. Z. Grover	Boston	292	A. R. Joyce	6 00	7 00	13 00
July 13.	Queenstown	Barquentine	George	Hagnish	268	A. Bohrsen	6 00	7 00	13 00
" 13..	Halifax	Schooner	John Stroup	Lubec	267	Richardson	6 00	7 00	13 00
Oct. 26..	"	"	Thomas W. Holder	Beverly	199	A. McDonald	4 00	4 00	8 00*
Nov. 22..	Sydney	"	Parkhurst	St. John	56	Courtney	1 12	1 12	2 24
Dec. 4..	Crapaud	"	Howard L	Charlottetown	70	Farrah	2 80	2 80	5 60
									58 12

* One-third less owed.

DANIEL BURNS, PILOT NO. 4, FOR ST. MARY'S.

May 27.	Halifax	Schooner	Josephine	Halifax	53	Swandon	2 41	2 41	4 82
June 16..	Charlottetown	"	Howard L	Charlottetown	70	Farrah	2 80	2 80	5 60
" 22..	"	"	"	"	70	"	2 80	2 80	5 60
July 28..	Boston	"	Prohibition	Yarmouth	120	Not known	4 80	4 80	9 60
									25 62

July 14..	Liverpool	Barque	Arvilla	Christiana, Norway.	998	Gunderson	16 00	18 00	34 00
Aug. 12..	"	"	Govoro	Gunstad, Norway	1,437	K. M. Bie	20 00	22 00	42 00
									76 00

DANIEL LANG, PILOT NO. 2, FOR LISCOMB.

Sept. 10..	Liverpool	S. S. Ship	Ramlah	London	1,650	Charles Dustan	15 00	17 00	32 00
" 14..	Wexford	Barquentine	Jasper	Wexford	295	E Clancy	7 00	8 00	15 00
									47 00

CHARLES RILEY, PILOT NO. 3, FOR LISCOMB.

Mar. 25..	Cape Town	Barque	Constance	Norway	720	Olsen	13 00	15 00	28 00

St. Mary's River,
2nd January, 1899.

WILLIAM PRIDE,
Secretary to Commissioners.

APPENDIX No. 17.

REPORT OF THE PILOTAGE AUTHORITY OF BATHURST, FOR THE YEAR ENDING 31st DECEMBER, 1898.

Statement showing the number of vessels, collections and disbursements, Pilotage District of Bathurst, N.B., season 1898.

Pilots.	British Vessels.				Foreign Vessels.				Total.	*Pilotage Rates.				Disbursements.	
	Inwards.		Outwards.		Inwards.		Outwards.			Outside Bar.		Inside Bar.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		In.	Out.	In.	Out.	To whom.	Amount.
		$ cts.		$ cts.		$ cts.		$ cts.	$ cts.	$ c.	$ c.	$ c.	$ c.		$ cts.
Wm. H. Daly..... Nazaire Hachey..... Frederic Ronalds..	5	55 40	5	113 23	6	118 40	6	92 00	379 03	1 20	0 80	1 40	1 00	Pilots Commissioners and Secretary	356 08 22 95 379 03

* With an additional charge of 1 cent per ton on steamers in and out.

J. H. STEWART,
Secretary.

Commissioners—
John E. O'Brien, *Chairman.*
P. J. Burns,
Thos. Leahy,
Joseph M. Hachey,
Samuel Melancon.

Pilots—
William H. Daly,
Nazaire Hachey,
Fred. Ronalds.

APPENDIX No. 18.

REPORT OF THE PILOTAGE AUTHORITY OF CARAQUET FOR THE YEAR ENDED 31ST DECEMBER, 1898.

CARAQUET, 3rd January, 1899.

To the Honourable Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to transmit to you statement of pilotage and fees received during the year 1898 in the pilotage district of Caraquet; also, statement of my account with the pilotage authority of Caraquet.

I have the honour to be, sir,
Your obedient servant,

PHILIP RIVE,
Secretary to Pilot Commissioners.

PILOTAGE Returns for the Pilotage District of Miramichi, N. B., year ending 31st December, 1898.

Class of Vessel.	Amount.	Total.
	$ cts.	$ cts.
Total amount of pilotage inwards—		
British steamers	1,933 27	
" sailing vessels	1,069 73	
Foreign steamers	256 21	
" sailing vessels	2,004 95	5,264 16
Total amount of pilotage outwards—		
British steamers	2,234 23	
" sailing vessels	936 50	
Foreign steamers	297 96	
" sailing vessels	2,557 50	6,026 19
Total amount for removals—		
British steamers	152 00	
" sailing vessels	44 50	
Foreign steamers	26 00	
" sailing vessels	426 50	649 00
Total amount for extra services—		
British steamers	8 00	
" sailing vessels	20 00	
Foreign steamers	.....	
" sailing vessels	12 00	40 00
		11,979 35

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

J. C. MILLER,
Chairman.

RATES of Pilotage chargeable at Miramichi, N.B., on all vessels British and Foreign for the year 1898.

	$ c.
When inward bound	2.25 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam	0.02 per ton.
When outward bound	2.00 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam	0.02 per ton.
For every vessel taken to sea after the first day of November a bonus of	4.00
For the removal and mooring of vessels over 300 tons	4.00
And where the distance of removal exceeds four miles, fifty per cent additional on the above rate	.....

NATIONALITIES of Vessels piloted Inwards, 1898.

British	76
Norwegian	49
Italian	12
American	8
Swedish	2
Danish	1
Russian	1
French	1
German	1
Austrian	1
	152

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

J. C. MILLER,
Chairman.

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., year ending 31st December, 1898.

No.	Names.	Ages.	For what service.	Remarks.
2	Louis Jimmo	44	Full license	
4	Angus McEachran	79	"	
5	Mitchell Martin	69	"	
6	Francis Martin	64	"	
7	Maxime Martin	53	"	
9	Angus McLean	65	"	
10	Alex. Wilson	52	"	
11	Robt. J. Walls	47	"	
12	George Savoy	54	"	
22	Wm. Walls, sr	44	"	
26	John McCallum	46	"	
27	James Nowlan	47	"	
28	Dudley P. Walls	52	"	
29	George Sutton	47	"	
30	James A. Nowlan	43	"	
31	George T. Tait	41	"	
32	Joseph Jimmo	43	"	
33	James McCallum	54	"	
35	John Martin	39	"	
36	Asa Walls	39	"	
37	William Walls, jr	41	"	
38	John Nowlan	42	"	
39	Patrick Nowlan	39	"	
13	Reuben Nowlan	54	"	Died at Chatham, N. B. 6th June, 1898.

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

J. C. MILLER,
Chairman.

PILOTAGE Returns for the Pilotage District of Miramichi, N. B., year ending 31st December, 1898.

Class of Vessel.	Amount.	Total.
	$ cts.	$ cts.
Total amount of pilotage inwards—		
British steamers	1,933 27	
" sailing vessels	1,069 73	
Foreign steamers	256 21	
" sailing vessels	2,004 95	
		5,264 16
Total amount of pilotage outwards—		
British steamers	2,234 23	
" sailing vessels	936 50	
Foreign steamers	297 96	
" sailing vessels	2,557 50	
		6,026 19
Total amount for removals—		
British steamers	152 00	
" sailing vessels	44 50	
Foreign steamers	26 00	
" sailing vessels	426 50	
		649 00
Total amount for extra services—		
British steamers	8 00	
" sailing vessels	20 00	
Foreign steamers		
" sailing vessels	12 00	
		40 00
		11,979 35

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

J. C. MILLER,
Chairman.

RATES of Pilotage chargeable at Miramichi, N.B., on all vessels British and Foreign for the year 1898.

	$ c.
When inward bound	2.25 per foot
And in addition to the above for all vessels propelled wholly or in part by steam	0.02 per ton
When outward bound	2.00 per foot
And in addition to the above for all vessels propelled wholly or in part by steam	0.02 per ton
For every vessel taken to sea after the first day of November a bonus of	4.00
For the removal and mooring of vessels over 300 tons	4.00
And where the distance of removal exceeds four miles, fifty per cent additional on the above rate	

Nationalities of Vessels piloted Inwards, 1898.

British	[illegible]
Norwegian	[illegible]
Italian	[illegible]
American	[illegible]
Swedish	[illegible]
Danish	[illegible]
Russian	[illegible]
French	[illegible]
German	[illegible]
Austrian	1
	152

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

J. C. MILLER,
Chairman.

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., year ending 31st December, 1898.

No.	Names.	Ages.	For what service.	Remarks.
2	Louis Jimmo	44	Full license	
4	Angus McEachran	79	"	
5	Mitchell Martin	69	"	
6	Francis Martin	64	"	
7	Maxime Martin	53	"	
9	Angus McLean	65	"	
10	Alex. Wilson	52	"	
11	Robt. J. Walls	47	"	
12	George Savoy	54	"	
22	Wm. Walls, sr	44	"	
26	John McCallum	46	"	
27	James Nowlan	47	"	
28	Dudley P. Walls	52	"	
29	George Sutton	47	"	
30	James A. Nowlan	43	"	
31	George T. Tait	41	"	
32	Joseph Jimmo	43	"	
33	James McCallum	54	"	
35	John Martin	39	"	
36	Asa Walls	39	"	
37	William Walls, jr	41	"	
38	John Nowlan	42	"	
39	Patrick Nowlan	39	"	
13	Reuben Nowlan	54	"	Died at Chatham, N. B. 6th June, 1898.

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

J. C. MILLER,
Chairman.

[illegible]

[illegible] Receipts for the Pilotage District of [illegible], K. E., year ending [illegible] December, 1[illegible]

[illegible]	Tonnage	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

E. R. CALL,
Secretary Treasurer to Pilotage Commissioners.

[illegible] showing the yearly expenditure by the Pilots on account of P[illegible] [illegible] during the past seven years.

[illegible]	Paid by Pilots in 1892	Paid by Pilots in 1893	Paid by Pilots in 1894	Paid by Pilots in 1895	Paid by Pilots in 1896	Paid by Pilots in 1897	Paid by Pilots in 18[illegible]
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]						[illegible]	[illegible]
Total	[illegible] 72	[illegible]	[illegible]	[illegible]	[illegible]	941 01	[illegible]

J. C. MILLER,
Chairman.

E. R. CALL,
Secretary Treasurer to Pilotage Commissioners.

The Miramichi Pilots in account with R. R. Call, Secretary-Treasurer.

Dr.		$ cts.
To paid for pilots' ledger, J. & A. McMillan, St. John		3 00
" Miss E. Layton, proportion expressage on ledger		0 25
" G. R. Marquis' account, sundries for schr. "Empress"		3 75
" M. S. Hockens' account, sundries for schr. "Senator Snowball"		43 43
" Asa Walls, fitting out schr. "Princess Louise"		40 00
" Mrs. Oliver Foster's account, share in pilot schooners		25 00
" George Watts' account, sundries for schr. "Princess Louise"		21 68
" R. J. Walls, cleaning pilots' office		2 20
" J. B. Snowball's account, sundries for schr. "Empress," 1897		16 61
" George Savoy, fitting out schr. "Empress"		40 00
" George Watts' account, sundries for schr. "Empress"		45 22
" Mrs. Oliver Foster's account, share in pilot schooners		25 00
" Mrs. Reuben Nowlan, allowance by pilots		50 00
" Mrs. Oliver Foster's account, share in pilot schooners		25 00
" Miramichi Steam Navagation Co., for tickets		3 75
" Mrs. Reuben Nowlan, allowance by pilots		60 00
" A. C. McLean's account, sundries for schr. "Empress"		4 73
" Asa Walls, on account of amount he loaned towards construction of schr. "Senator Snowball"		300 00
" George Watts' account, sundries, schr. "Senator Snowball"		12 44
" R. J. Wall for Lyons & Crimmen, use of ways		5 00
" John Wilson, reparing schr. "Empress," sails		5 00
" M. S. Hocken, cash paid men on account of schr. "Senator Snowball"		5 10
" Mrs. Oliver Foster on account of share in pilot schooners		25 00
" Jas. Searle, rent pilots' office, to April 1899		20 00
" J. B. Snowball's account, sundries for schr. "Senator Snowball"		12 64
" " " "Princess Louise"		13 48
" W. S. Loggie's " " "Senator Snowball"		5 15
" John Wilson, repairing sails of schr. "Princess Louise"		11 16
" M. S. Hocken, cash paid men on account for schr. "Senator Snowball"		11 00
" Mrs. Oliver Foster, balance of share in pilot schooners		27 58
" Asa Walls, balance on amount loaned by him on account of construction of schr "Senator Snowball"		213 30
" Miramichi Steam and Navigation Co. for tickets		3 75
" George Watts' account, sundries for schr. "Princess Louise"		5 65
" " " "Empress"		7 74
" Ed. Burke's account, sundries for schr. "Senator Snowball"		4 10
" Geo. Savoy, horse hire, Escuminac to Chatham		3 00
" E. Johnson, stationery, &c., for pilots' office		2 32
" R. J. Walls, amount paid by him for picking up buoy		2 00
" Anslow Bros. account for printing, &c		3 25
" D. G. Smiths' " "		3 50
" A. C. McLean's account, sundries for "Senator Snowball"		2 30
" " " "Princess Louise"		16 96
" Mrs. O. Foster, amount voted by pilots		25 00
" A. & R. Loggie, rent of storehouse for seine		10 00
" Alex. Martin, pension for 1898		75 00
" Geo. Henderson, surveying pilot schooners		7 50
" Two pilots refund on account of seine		0 86
" Joseph Jimmo, his proportion of amounts paid Mrs. R. Nowland and Mrs. O. Foster		5 87
" R. R. Call, secretary-treasurer, commission on $12,754.35 at 3 per cent		382 63
" " for postage and stationery		2 94
" Asa Walls, hauling out "Princess Louise" for winter		33 30
" One pilot, $40; 1 pilot, $480.26; 22 pilots, $10,600		11,120 39

Cr.			
By amount collected for pilotage, inward		$ 5,264 16	
" " outward		6,026 19	
" removals		649 00	
" extra services		40 00	
" outside, R. R. Call, buoys	$ 350 00		
" " D. P. Walls	300 00		
" " R. J. Walls	105 00		
" " Jos. Jimmo	60 18		
		815 18	
		12,794 53	12,794 53

J. C. MILLER,
Chairman.

ALL,
etary-Treasurer to Pilotage Commissioners.
ld— 10½

APPENDIX No. 20.

REPORT OF THE PILOTAGE AUTHORITY OF THE COUNTY OF CHARLOTTE, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1898.

St. Andrews, N.B., 31st Dec., 1898.

F. Gourdeau, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

Sir,—I have the honour to inclose herewith pilotage returns for the district of the County of Charlotte, for the year ended 31st December.

I am, sir,
Your most obedient servant,

C. E. O. HATHEWAY,
Pilot Commissioner.

Pilotage account for the district of the County of Charlotte, N.B., for the year 189

Acting Pilots.	Residence.	Age.	Date of License
Wellington Cline	Parish of West Isles	57	April 9, 1890.
Joseph Boyd	Parish of Campobello	63	June 30, 1879.

Pilot Boats License.

Schooner "Frederick Taylor," 12½ tons, Joseph Boyd, master.

Masters' Licenses Granted.

—	Age.	Barque.	Tonnage.	Port of Register.	District Licensed for Ports.
Edmond H. Warnock	31	Number 1.	439	Parsboro', N.S.	St. Andrews and St. George.
John Thomas Salter.	50	" 2.	433	"	" St. Stephens.
Stewart T. Salter	31	" 4.	439	"	" " and Campobello.

AMOUNT of Pilotage Collected by Pilots, Description of Vessels and Tonnage.

Name of Pilot.	Vessel.	Tonnage.	Nationality.	Amount of Pilotage.
				$ cts.
Joseph Boyd	Barque	300	British	30 00
"	Schooner	140	"	30 00
"	"	124	"	25 50
"	"	130	"	33 00
Wellington Cline	"	125	"	25 00
		819		143 50
"	"	300	Foreign	26 00
Total		1,119	Total	169 50

Receipts by Filotage Authority.

License granted for one pilot boat ..... $ 5 00
Regulations..... 2 00
Licenses granted to three masters..... 18 00
——$25 00

Charges.

Stationery and postage.....$ 1 00
Allowance to Commissioners and Secretary St. Andrews. 24 00
——$25 00

C. E. O. HATHEWAY,
Commissioner and Secretary.

ST. ANDREWS, N.B., 31st Dec., 1898.

Rates of Pilotage in the District.

Longest pilotage, distance, inwards and outwards, $2.25 per ft. draught of water.
Second do do 1.60 do
Third do do 1.50 do
From or to Campobello 20 cents per foot less than above rates.
Fourth pilotage distance, inwards or outwards, $1 per foot draught of water.
From 1st November to 1st of April, 20 cents per foot in addition to above rate.
To or from St. Andrews to ballast ground, vessels 80 tons and under 300 tons, $2.50 each ; vessels, 300 tons and upwards, $3 each.

Removing a vessel from one loading or harbour to any other loading place or harbour and inside St. Andrews Bay, vessels 80 tons up to 200 tons, $4 ; over 200 tons and up to 300 tons, $5 ; over 300 tons and up to 400 tons, $6 ; exceeding 400 tons, $8 each.

Removing a vessel from any loading place outside St. Andrews Bay to any harbour or loading place outside St. Andrews Bay and within the district, pilotage inwards and outwards, vessels 80 tons and under 200 tons, $6 ; 200 tons and under 300 tonds, $8 ; 300 tons and under 400 tons, $10 ; 400 tons and upwards, $12 each.

C. E. O. HATHEWAY,
Commissioner and Acting Secretary.

APPENDIX No. 21.

REPORT OF THE PILOTAGE AUTHORITY OF SHEDIAC, N.B., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

PILOTAGE OFFICE,
SHEDIAC, N.B., 10th January, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—The pilotage authority of the Port of Shediac, N.B., beg leave to submit the following report for the year ended 31st December, A D. 1898.

Names of Pilots in District.	Age.	Service.
1. Edward McDonald	66	Full District.
2. Dosithé P. LeBlanc	60	do
3. Thomas McGrath	52	do
4. Olaf Hendrickson	46	do
5. Paul P. LeBlanc	53	do

Number of vessels reported liable to pay pilotage :—

	Inwards.	Outwards.
British sailing vessels	2	2
Foreign do	23	23
	25	25

Nationality of above vessels reported inwards during the year 1898 :—

British	2
Norwegian	22
Russian	1
	25

The total amount received for pilotage services for the year was as follows

From foreign vessels	$ 941 62
From British vessels	82 37
Total	$1,023 99

This amount was all paid to the above pilots.
The rates of pilotage for this district are as follows :—

For pilotage inwards and outwards $1.25 per foot draught of water. Eac remove $2.

Very respectfully,

W. A. RUSSELL,
Secretary to the Pilotage Commission of Shediac.

APPENDIX No. 22.

REPORT OF THE PILOTAGE AUTHORITY OF YALE AND NEW WESTMINSTER FOR THE YEAR ENDED 31st DECEMBER, 1898.

VANCOUVER, B.C., 5th January, 1899.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to enclose a statement of the affairs of the Yale and New Westminster Pilotage Authority for the year just ended, 1898.

At a meeting of the commissioners held yesterday, my accounts were audited and signed by the chairman and I was instructed to forward them to you sir. This I now do, enclosing Receipts and Expenditure, Ledger Balance and Statement.

I send the same to your Dominion Marine Agent at Victoria, Capt. J. Gaudin.

I have, sir, the honour to remain,
Your obedient servant,

C. GARDINER JOHNSON,
Secretary Yale and New Westminster Pilotage Authority.

No. of License.	Name of Pilot.	Age.	Service.	Remarks.
1 First class..	William Ettershank .	56	Licensed to pilot vessels of any size or description within the limits of Yale and New Westminster pilotage authority.	Active.
2 " ..	George W. Robertson	48		
3 " ..	H. Robson Jones....	42		
4 " ..	William Johnson....	42		

NOTE.—Pilotage dues now in force are same as approved by Order in Council, Saturday the 26th day of April, 1894.

INWARDS.

33 British steamers	$ 3,681 57	
180 Foreign steamers	3,349 28	
21 British sailers	661 00	
23 Foreign sailers	589 00	
		$ 8,280 85

OUTWARDS.

95 British steamers	$ 4,086 50	
182 Foreign steamers	3,520 12	
23 British sailers	748 00	
25 Foreign sailors	924 00	
		$ 9,278 62
		$17,559 47

Remaining in port on 31st December, 1898.—Ocean Wave (in Westminster $9; Warrimoo, $60; Warrimoo, $10; Louisiana, $27; Semmele, $25; Saga, $21.2 Cutch, $60; Tartar, $69.

C. GARDINER JOHNSON,
Secretary Yale and New Westminster Pilotage Authority.

VANCOUVER, B.C., 5th January, 1899.

RECEIPTS.

Balance in bank, 5th January, 1898—Folio 103	$ 703 78
Pilotage earnings for year 1898	17,559 49
	$ 18,263 27

DISBURSEMENTS.

Paid pilots 5th January, 1898	$ 703 78
Paid pilots during year 1898	12,294 37
Office expense account, 1898	945 35
Pilotage expense account, 1898	3,509 67
Balance in bank	810 10
	$ 18,263 27

C. GARDINER JOHNSON,
Secretary Yale and New Westminster Pilotage Authority.

Examined and found correct.
RICHARD ALEXANDER,
Chairman.

VANCOUVER, B.C., 5th January, 1899.

LEDGER BALANCE.

Assets.

Bank of Montreal		$ 810 10	
Bank of Montreal—			
Savings department	$ 596 73		
Interest, 1898	17 90		
		614 63	
			$ 1,424 73

Liabilities.

Reserve fund	$ 596 73		
Interest, 1898	17 90		
		$ 614 63	
Pilotage earnings undisbursed		810 10	
			$ 1,424 73

C. GARDINER JOHNSON,
Secretary Yale and New Westminster Pilotage Authority.

Examined and found correct.
RICHARD ALEXANDER,
Chairman.

VANCOUVER, B.C., 5th January, 1899.

APPENDIX No. 23.

REPORT OF THE PILOTAGE AUTHORITY OF VICTORIA AND ESQUIMALT FOR THE YEAR ENDED 31st DECEMBER, 1898.

PILOTAGE AUTHORITY, VICTORIA, B.C., 7th January, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine,
Ottawa, Ont.

SIR,—I have the honour by direction of the Commissioners, to transmit herewith the Pilotage Returns for the Pilotage District of Victoria and Esquimalt, in the Province of British Columbia, for the year ending 31st December, 1898, as required by Section *22 of Chapter 80, of the Revised Statutes of Canada, 1886, and venture to express the hope that the same will reach your Department in time to be included in the supplement of your annual report, and that, as usual, I may be furnished with a copy of same when issued. Mr. R. P. Rithet (our chairman) is again temporarily absent from Victoria or he would have signed returns.

I have the honour to be, sir,
Your most obedient servant,

EDGAR CROW BAKER,
Secretary-Treasurer P. A.

PILOTAGE RETURNS, Victoria and Esquimalt Pilotage District, B.C.,
1st January to 31st December, 1898.

LICENSED PILOTS.

No.	Name.	Age.	Date of Issue.	Seniority.	Remarks.
1	John Thompson.	49	April 23, 1880...	December 4, 1898	Originally a B. C. pilot.
2	James Ramsey.....	68	October 21, 1889.	June 9, 1873...	Retired under pension from pilots, February 8, 1894, and deceased September 3, 1898.
3	Samuel W. Bucknam..	48	March 6, 1891...	March 6, 1891...	Victoria and Esquimalt District.
4	John Newby..... ...	49	April 10, 1891...	April 10, 1891...	" "
5	Thomas Bebbington...	52	February 25, 1893	February 25, 1893	Originally a N. W. and Yale pilot.

N.B.—The foregoing is a list of licensed pilots, who are the only ones who have prosecuted such calling in the above named district. One of the above, Jas. Ramsey, who had been pensioned off by the pilots under agreement with an allowance of sixty dollars per month, paid by said pilots pro rata, died on the 3rd day of September last.

There are no masters and mates acting under license from the pilotage autho all the certificates previously granted having expired by effluxion of time.

Clauses I, II, III, page 213, supplement to 19th Annual Report, with reduct on pages 200 and 201, supplement to 21st Annual Report, and also those on p 181 and 182, supplement to 26th Annual Report (*i.e.* Orders in Council, 1st J 1893), apply to this year also.

Same acts and parts of acts as last year apply to 1898, and list of exem vessels and Puget Sound rates remain the same.

EDGAR CROW BAKER,
Secretary-Treasurer P. A.

VICTORIA, B.C., 31st December, 1898.

PILOTAGE Dues collected 1st January to 31st December, 1898.

Month.	British.	Foreign.	Total.	Remarks.
	$ cts.	$ cts.	$ cts.	
January	382 50	661 00	1,043 50	N.B.—The total $18,098.75 does nc clude sum of $500.00 coll from Puget Sound steamer $139.51 pilotage outwards i tain cases to credit of Pil Authority.
February	562 25	920 25	1,482 50	
March	584 75	1,259 51	1,844 26	
April	1,287 37	963 50	2,250 87	
May	868 75	792 25	1,661 00	
June	891 25	851 25	1,742 50	
July	733 75	729 25	1,463 00	
August	607 50	840 50	1,448 00	
September	416 50	983 50	1,400 00	
October	588 25	941 25	1,529 50	
November	431 37	698 75	1,130 12	
December	346 75	756 75	1,103 50	
	7,700 99	10,397 76	18,098 75	

EDGAR CROW BAKER,
Secretary-Treasur

VICTORIA, B.C., 31st December, 1898.

DR. **RECEIPTS and Expenditure, 1st January to 31st December, 1898.** CR.

Date.	Nature of Receipt.	Amount.	Date.	Head of Service.	Amount.
1898.		$ cts.	1898.		$ cts.
1 January.....	To Balance from last year.....	931 26	2 February....	By V. and E. pilots, division surplus, 1897.....	931 26
1 Jan. to 31 Dec.	Pilotage dues, 12 months.....	18,098 75	1 Jan. to 31 Dec.	V. and E. pilots, earnings as per receipts.....	16,288 88
1 " 31 "	Certificate fees, Puget Sound steamers.....	500 00	1 " 31 "	Secretary-Treasurer, 12 months' salary.....	600 00
1 " 31 "	Pilotage outwards in certain cases to credit of Pilotage Authority.....	139 51	1 " 31 "	Office expenses, rent, fuel, light, &c., &c.....	334 90
			31 December....	Balance to credit of Pilotage Authority.....	1,514 30
		19,669 52			19,669 52

EDGAR CROW BAKER,
Secretary-Treasurer.

Approved and certified correct.

MATTHEW JOHNSTON, } *Commissioners.*
HERBERT G. LEWIS. }

APPENDIX No. 24.

REPORT OF THE PILOTAGE AUTHORITY OF HARVEY, N.B., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

HARVEY, N.B., 31st December, 1898.

F. GOURDEAU, ESQ.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honor to enclose returns for pilotage district of the port of Harvey for the year ended 31st December, 1898.

Names of pilots—Addington Brewster, Samuel T. Stevens.

Your obedient servant,

GEO. A. COONAN.

LIST of Vessels visiting the Port of Harvey paying Pilotage for the Year ending 31st December, 1898.

Description of Vessel.	Name and Nationality.	Tonnage.	Amount of Pilotage.
			$ cts.
Bark	Ingomar, Nor	1,183	18 00
"	Siringa, Nor	1,116	24 00
"	Alpha, Nor	464	14 25
"	Palmas, Nor	412	12 25
"	Hans Neilsen, Nor	440	13 00
"	Try, Nor	380	12 50
"	Sophie, Nor	1,156	16 00
S.S.	Tuskar, Br	1,963	10 50
"	Wilster, Br	1,332	18 50
"	Norfolk, Br	1,157	13 75
"	Latona, Br	1,933	17 50
"	Feliciana, Br	1,960	19 00
		13,496	189 2

Receipts by pilotage authority:

License granted L. Stevens, charges	$5 00
Expenses attending to postage business	2 50
Balance	$2 50

APPENDIX No. 25.

OF THE PILOTAGE AUTHORITY OF THE COUNTY OF KENT, N.B., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

KINGSTON, KENT COUNTY, N.B., 7th December, 1898.

:AU, ESQ.,
y Minister of Marine and Fisheries,
Ottawa.

On March 30th, 1898, the Pilot Commissioners held their annual meeting e of W. J. Brait, Kingston. Commissioners all present excepting Mr. Moved and decided that the following pilots, being duly qualified, be enses, viz.: William Irving, James Lang, Albert Lang, William Lang, ng and John Curwen, all of whom have been granted licenses on pay- s, $1.00, for the season of 1898. Seventeen vessels of 7,653 tons register ed, loaded and cleared at this port, not including coasting vessels. No to report. Position of bar from lighthouse on South Beach N.E. by N. 00 fathoms from L.W.O.S. Length of bar across, about 260 fathoms. feet L.W.O.S. Bar shifting southerly every season.

Yours very truly,

JAMES GORDON,
Secretary to Commissioners.

APPENDIX No. 26.

REPORT OF THE PILOTAGE AUTHORITY OF PUGWASH, N.S., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

PUGWASH, N.S., 3rd January, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I now beg to hand you pilotage returns of pilotage authority for this port for the year ending 31st December, 1898.

I am, sir,
Your obedient servant,

H. C. BLACK,
Secretary of Pilot Commissioners.

LICENSED PILOTS.

	Ages.	Number.
Joseph O. Read	44	1
Neil McIver	39	2
Clarence E. Read	45	3
George M. Cooper	48	4
John Seaman, for 1 year, (1898)	65	5

The amount of Pilotage was, from 35 foreign ships, $1,145.

Each pilot is paid when his duties are performed, there being no "pilotage fund.
PUGWASH, N.S., 3rd January, 1899.

H. C. BLACK,
Secretary for Commissioners.

APPENDIX No. 27.

REPORT OF THE PILOTAGE AUTHORITY OF THE COUNTY OF RICHMOND, N.S., FOR THE YEAR ENDED 31st DECEMBER, 1898.

ARICHAT, 5th January, 1899.

DEAR SIR,—Enclosed please find the return of the amount collected by the two pilots of the pilotage district of the county of Richmond. Shipping, that is sailing ships, are getting a thing of the past in this part of the country, there are but one pilot for Arichat harbour and one at St. Peter's Canal.

The pilots experience a great deal of difficulty in collecting their pilotage at St. Peter's Canal, as the collector does not detain the vessels that cannot or do not produce a receipt that they have paid their pilotage as provided by the pilotage laws. I wish something could be done to remedy that trouble.

Yours truly,

ISIDORE LEBLANC,
Secretary.

REPORT of Pilot dues collected by two Pilots in the Pilotage District of the County of Richmond for the year 1898.

John Gayetche, Pilot No. 5, from British Ships:—

Brig Dawn, 154 tons, to Port of Arichat	$11 25
Brig Dawn, 154 tons, to Port of Arichat	11 25
Brig O. Blanchard, 261 tons, to Port of Arichat	15 00
Brig Golden Wedding, 216 tons, to Port of Arichat	13 50
Brig Dawn, 154 tons, to Port of Arichat	11 25
	$62 25

Norman McLoad, Pilot No. 7:—

British Schooner through St. Peter's Canal	$ 6 50
American do do do	7 50
American Yacht do do	10 00
American Schooner do do	15 00
British do do do	20 00
British Brig do do	24 00
American Schooner do do	5 75
	$151 00

APPENDIX No. 28.

REPORT OF THE PILOTAGE AUTHORITY OF NANAIMO, B.C., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

PILOT OFFICE, NANAIMO,
10th January, 1898.

The Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to forward, for the information of the Government the Pilotage Returns of this Pilotage Authority, for the year ending 31st December 1898, in accordance with the Pilotage Act, 1886.

I am, sir,
Your obedient servant,

C. C. McKENZIE,
Acting Secretary Nanaimo Pi otage Authority.

NANAIMO PILOTAGE AUTHORITY.

PILOTAGE Returns of the Nanaimo Pilotage Authority for the year ending 31st December, 1898, in accordance with the Pilotage Act, 1886.

Names of Pilots.	Age.	Service.
Sabiston, John, jr.	45	District, died 14th Aug., 1898.
Morrison, Daniel	58	do
Bendrodt, Jas. Peter	38	do
Christensen, Jas.	57	do
Butler, Jas. Edgar	37	do
Owen, Wm. David	32	do
Sabiston, John, sr	72	Retired on 30th Sept., 1896.

Rates of Pilotage Dues, &c.—

Half pilotage	$1 per foot.
Full do	2 do
Gulf do	10 per diem.

Special rates for mail steamers and tugs.

Total Amount Received for Pilotage Dues—

Pilotage dues from British ships	$ 7,923 00
do do foreign ships	16,954 65
Total piltage dues	$24,877 65

Receipts and Expenditure—

Receipts.

Balance from 1897	$ 15 83
Receipts for 1898	24,877 65
	$24,893 48

Expenditure.

Paid pilots	$19,859 74
Pilots' expenses	3,566 74
Ex-pilot allowance	600 00
Secretary-Treasurer	600 00
Rent of office	120 00
Office cleaning, fuel, &c.	90 00
Printing, postage, stationery, &c.	53 00
Funeral of Pilot Sabiston, jr.	4 00
Balance for 1899	Nil.
	$24,893 48

ANAIMO, 10th January, 1899.

E. QUENNELL,
Chairman.
C. C. McKENZIE,
Acting Secretary.

APPENDIX No. 29.

REPORT OF THE PILOTAGE AUTHORITY FOR BUCTOUCHE, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1898.

BUCTOUCHE, N.B., 7th January, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I herewith transmit pilotage return for the district of Buctouche, N.B., for the year 1898, as required by law, and in accordance with your communication No. 14,505c of 14th November last.

Your obedient servant,

JOHN C. ROSS,
Secretary of Buctouche Pilotage Authority.

Pilotage returns, district of Buctouche, province of New Brunswick, for the year, 1898. Act 36 Vic., cap. 54, sec. 24.

1st. Names and ages of pilots licensed.—Calixte Leger, age 66 years. Joseph Crossman, age 47 years.

2nd. The above pilots are licensed to undertake the pilotage of vessels of every description within and throughout the pilotage district of Buctouche.

3rd. Pilotage dues are charged as per section 12 of rules and regulations for the district, viz.: One dollar and fifty cents per foot draught of water, both inward and outward bound.

4th. Total amount of pilotage dues paid, $45.00. Of this amount $36.00 was paid by foreign vessel (Norwegian) the only one liable to pilotage under the regulations, and $9.00 by Schooners (British) by which employment of pilot was optional.

5th. The pilotage dues as above were paid to the pilots who performed their duties as such to the respective vessels.

6th. Joseph Crossman, licensed during the year, paid $2 license fee, and Calixte Leger, $1 for renewal of license, payment of license for boats being dispensed with for the year by the pilotage authority. No expense was incurred during the year by the authority.

JOHN C. ROSS,
Secretary of Buctouche Pilotage Authority.

Buctouche, N. B., 7th January, 1899.

APPENDIX No. 30.

REPORT OF THE PILOTAGE AUTHORITY OF PARRSBORO' FOR THE YEARS 1897 AND 1898.

PARRSBORO', N.S., 3rd February, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries.

SIR.—Enclosed please find pilotage returns for the pilotage district of Parrsboro' for 1897 and 1898.

I am, sir,
Your obedient servant,

S. R. DEWOLFE.
Secretary Parrsboro' Pilotage Authority.

P.S.—I inclose one of our blanks to be signed and stamped and given to the captain on payment of his pilotage.

Pilotage returns for the Pilotage District of Parrsboro', for the season of 1897

Amount of pilot fees collected for the year $2,060.80 as follows, namely:—

On 3 American schooners, $27, $24, $27 ..... $	78 70
" 1 Canadian schooner.....	21 00
" 1 " barquentine	22 50
" 4 " barques, $49.20, $53,20, $31.50, $61...	194 90
" 1 " ship	60 50
" 17 Norwegian barques, $49.50, $59.50, 64.50, $61, $54.50, $62.50, $66, $30, $52.50, $51, $61, $30, $56, $47.50, $27, $56, $18.....	846 50
" 10 British steamers, $79, $62, $72, $74.50, $63.20, $65, $65, $72, $74, $70.....	696 70
	$1,920 80
4 pilot certificates to Coal barges, $35.....	140 00
	$2,060 80

From the pilots, earnings of $1,920.80, ten per cent was deducted to go to the pilot fund, and the whole of barge money went to the pilot fund.

Pilots acting.—James George, Robert Anderson, Geo. E.Pettis, Haviland Pettis.

Commissioners.—S. R. DeWolfe, Secretary; A. McGilvray, Chairman; E. Gillespie, J. E. Pettis, Sydney Smith.

PARRSBORO', 1st February, 1899.

S. R. DEWOLFE,
Secretary Parrsboro' Pilotage Authority.

Pilotage returns for the pilotage district of Parrsboro' for the season of 1898:

Pilotage fees collected on	
14 American schooners, $25.20, $27, $24, $26.50, $12, $22.50, $16.50, $25.20, $15, $9, $27, $23.70, $30.70, $12.20	295 50
1 Canadian schooner	21 00
3 " barques, $61, $48, $33	142 00
6 " ships, $33, $49.20, $34.50, $50.70, $49.20, $64.50	281 10
14 Norwegian barques, $49.70, $57.50, $56.50, $61, $46.20, $46, $40.20, $50.50, $42, $24.70, $52, $49.70, $57.50, 66.50	700 00
1 Norwegian ship	62 50
5 British steamers, $113, $65, $68, $72.50, $63.50	382 00
Collected at Port Greville on American schooners loading piling	570 20
	$2,454 30
5 pilot certificates to coal barges, $35	175 00
	$2,629 30

Ten per cent of $2,454.30 was deducted from pilots, earnings to be placed pilot fund, also the barge money, $175 goes to the pilot fund.

Pilots.—James George, Robert Anderson, Geo. E. Pettis, Haviland Pettis the latter died in November, 1898.

PARRSBORO, N.S., 3rd February, 1899.

S. R. DEWOLFE,
Secretary Parrsboro' Pilotage Authority.

APPENDIX No. 31.

EPORT OF THE PILOTAGE AUTHORITY OF DALHOUSIE AND CAMPBELLTON, N.B., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

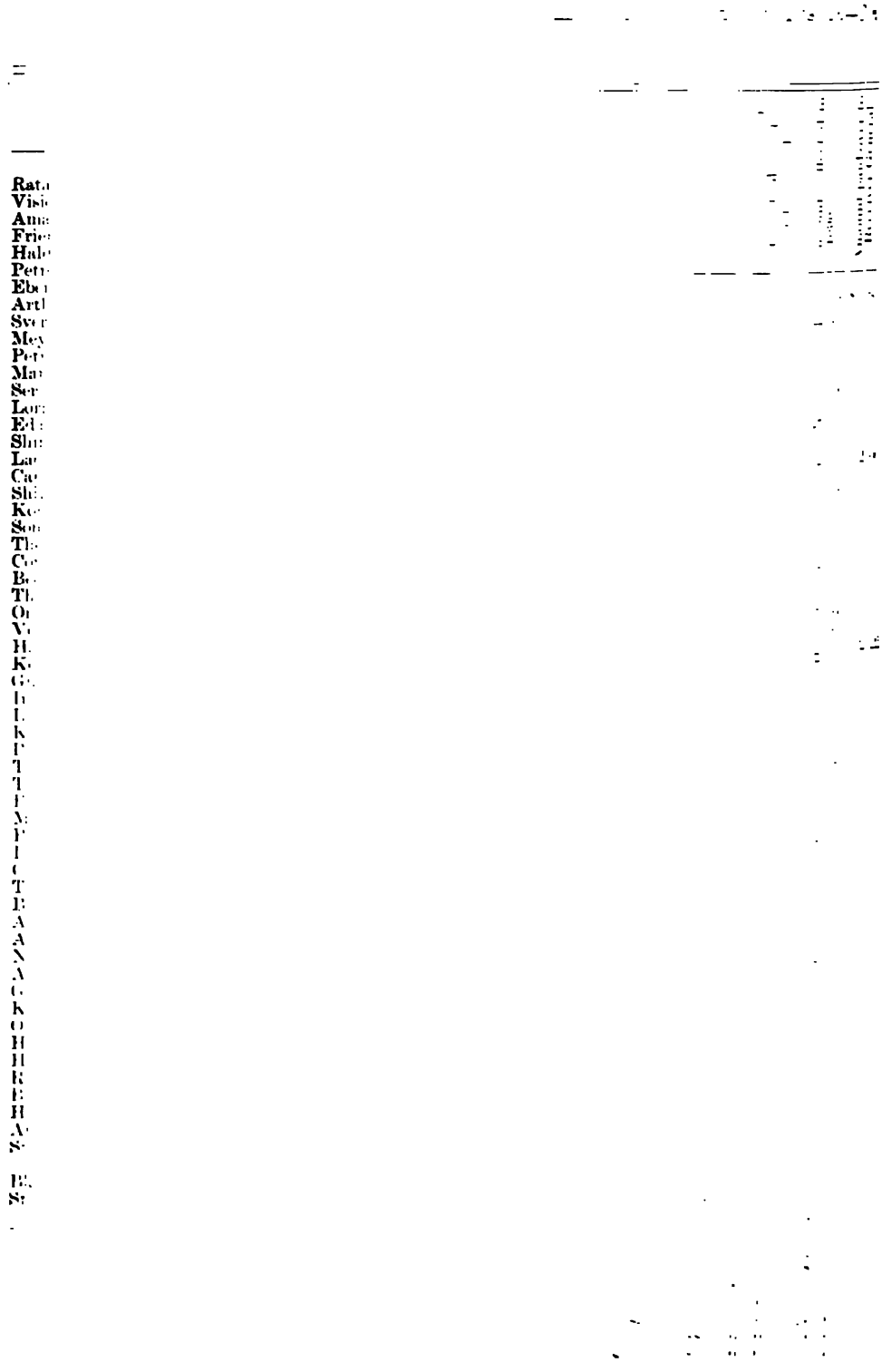
DALHOUSIE, 15th January, 1898.

epartment of Marine and Fisheries,
Ottawa.

DEAR SIR,—Please find report of Pilot Commissioners of Dalhousie and Campllton.

Yours truly,

A. G. WALLACE,
Secretary of Pilotage Commissioners.



APPENDIX No. 32.

HARBOUR MASTERS.

TABLE Showing the names of Ports proclaimed under certain Dominion Acts, the provisions of which are found in Chapter 86, Revised Statutes of Canada, for the appointment of harbour masters; the dates of proclamation; the names of the harbour masters appointed; the dates of the appointment of harbour masters; the amount which each of their salaries is not to exceed; the amount of fees collected by each of them during the calendar year ended 31st December, 1898, and the overplus, if any, paid into the credit of the Receiver General.

PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1898.	Amount paid over to Receiver General.
				$ Cts.	$ Cts.	$ Cts.
Collingwood	3 March, 77	Andrew Lockerbie	3 March, 77	[illegible]	[illegible]	
Depot Harbour	— June, 98	J. F. Pratt	13 Jan., 98	[illegible]	[illegible]	
Fort William	7 July, 91	T. E. Oakley	21 May, 97	[illegible]	[illegible]	[illegible]
French River	20 June, 93	E. Borron, jun.	20 June, 93	[illegible]	[illegible]	
Goderich	29 April, 74	William Marlton	3 May, 96	[illegible]	[illegible]	
Midland	22 July, 92	John White	13 July, 97	[illegible]	[illegible]	
Parry Sound	26 March, 93	Frank Strain	26 April, 98	[illegible]	[illegible]	
Penetanguishene	2 Feb., 77	Francis Densome	3 June, 91	[illegible]	[illegible]	
Port Arthur	12 May, 94	Basil Gerard	21 May, 97	[illegible]	[illegible]	
Port Stanley	— Jan., 98	Frank E. Shepherd	15 Jan., 98	[illegible]	[illegible]	
Rondeau	4 do. 78	W. R. Fellowes	17 Dec., 98	[illegible]	[illegible]	
Southampton	22 Sept., 75	W. H. Johnston	Oct., 92	[illegible]	[illegible]	
Sarnia	25 July, 95	Robert McAdam	1 May, 98	[illegible]		

PROVINCE OF QUEBEC.

Amherst	14 Sept., 78	John Cassidy	2 Sept., 78	[illegible]	[illegible]	
Bergamia	31 July, 91	Earl D. Chase	31 July, 91	[illegible]		
Carleton	4 Dec., 91	Joseph R. Cullen	30 March, 98	[illegible]		
Chicoutimi	17 June, 95	Ainsworth Sturton	4 June, 98	[illegible]		
Grand Entry	19 Feb., 92	Hugh Clarke	4 Dec., 98	[illegible]		
Grange	25 Sept., 74	Francis [illegible]	1 April, 98	[illegible]		
House Harbour	9 Aug., 97	C. Lafrance	10 Dec., 98	[illegible]	[illegible]	
Lachine	19 April, 98	Vacant				
Madame	19 Oct., 77	L. [illegible]	12 Dec., 98	[illegible]		
Metis	7 Feb., 78	J. H. Ferguson	6 March, 98	[illegible]	[illegible]	
New Carlisle	25 Feb., 98	John [illegible]	7 Jan., 98	[illegible]	[illegible]	
New Richmond	15 April, 92	Henry Leblanc	1 April, 98	[illegible]	[illegible]	
Oak Bay	27 March, 98	[illegible]	22 March, 98	[illegible]		
Pasquaine	12 May, 77	Hugh Christie	22 May, 77	[illegible]	[illegible]	
Port Daniel	25 March, 98	[illegible]	1 Sept., 98	[illegible]	[illegible]	
Rimouski	5 do. 77	[illegible]	1 Jan., 98	[illegible]	[illegible]	
Rivière Ouelle	22 July, 92	Vacant		[illegible]		
St. Thomas	2 Jan., 98	L. Donne	22 Oct., 98	[illegible]	[illegible]	
St. John	Within the Harbour of Montreal.	[illegible]	23 March, 97	[illegible]	[illegible]	[illegible]
Sorel		Pierre Gueyrémont	23 May, 98	[illegible]	[illegible]	
Trois Pistoles	— March, 98	J. R. Vincent	23 March, 98	[illegible]	[illegible]	

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1898.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
Bathurst	30 May, '73	M. T. Daley	21 April, '96	200 00	44 00	...
Black's Harbour and Beaver Harbour	22 Sept., '83	E. W. Cross	17 Sept., '83	100 00	9 50	...
Buctouche	30 May, '73	H. Hutchinson	17 April, '97	100 00	...	...
Campbellton	30 " '73	A. J. Venner	12 " '93	200 00	96 00	...
Campobello	30 " '73	W. E. Sulis	16 Dec., '92	100 00	...	...
Cape Tormentine	— " '95	John Tucker	7 May, '95	200 00	47 00	...
Caraquet	30 " '73	Louis Poirier	17 April, '83	150 00	9 50	...
Chatham	30 " '73	R. J. Walls	13 " '98	300 00	302 00	2 00
Cocagne	30 " '73	H. Bourgeois	12 Mar., '97	100 00	0 50	...
Dalhousie	30 " '73	W. S. Smith	19 March, '88	200 00	189 50	...
Dorchester	30 " '73	F. C. Palmer	15 April, '93	200 00	...	...
Fredericton	30 " '73	Vacant	...	...	...	...
Grand Manan, North	18 Sept., '76	James Pettis	21 May, '88	100 00	...	...
Grand Manan, South	22 Aug., '89	Abel Wilcox	22 Aug., '89	100 00	2 50	...
Great Shemogue	17 May, '75	Vacant	...	100 00	...	...
Gull Rock Channel	— Jan., '98	Wm. L. Kent	14 Jan., '98	100 00	...	...
Harvey	30 May, '73	J. E. Bishop	22 June, '97	100 00	55 50	...
Heron Channel	— July, '97	Duncan Robertson	15 July, '97	200 00	53 00	...
Hillsborough	— May, '73	John O'Shaughnessey	13 April, '98	100 00	162 50	62 22
Hopewell Cape	25 Aug., '91	Josiah Christopher	25 Aug., '91	200 00	57 50	...
Ledge of St. Stephens	30 May, '73	W. McBean	12 June, '94	100 00	Nil.	...
Letete, &c	22 Sept., '83	Jacob Cook	26 Nov., '97	100 00	Nil.	...
Little Shippegan and Miscou Gully	1 May, '86	Donald Harper	19 April, '86	100 00	Nil.	...
Little Shemogue	5 Sept., '88	Vacant	...	100 00	...	...
Moncton	30 May, '73	E. P. Cook	11 April, '95	200 00	8 25	...
Musquash	26 March, '74	J. McNulty	28 Sept., '96	100 00	11 50	...
Newcastle	30 May, '73	John Niven	7 July, '73	300 00	183 50	...
North Joggins	30 " '73	Vacant	...	...	...	...
Port Elgin and Baie Verte	6 Feb., '73	R. Anderson	2 June, '93	200 00	14 50	...
Pokemouche	7 July, '83	O. L. Robichaud	1 Sept., '98	100 00	Nil.	...
Richibucto	30 May, '73	James Alexander Jardine	11 May, '74	200 00	55 50	...
Rockland	30 " '73	Vacant	...	...	...	...
Sackville	30 " '73	J. A. Bowser	8 Aug., '98	200 00	5 50	...
St. Andrew's	30 " '73	John Wren	6 May, '84	100 00	60 00	...
St. George	30 " '73	Alexander Dick	29 Aug., '84	100 00	12 50	...
St. Martin and Quaco	14 " '74	Joseph Carson	14 May, '74	100 00	34 00	...
Shediac	30 " '73	Alexander McQueen	19 " '76	300 00	95 00	...
Shippegan	30 " '73	John DeGrace	10 Aug., '80	100 00	6 00	...
Tracadie	7 " '74	Vital Arceno	9 July, '75	100 00	6 50	...
Waterside	3 Sept., '89	Wm. Riley Copp	3 Sept., '89	100 00	...	...
West Isles	4 Feb., '79	Thos. K. Parker	4 Feb., '79	200 00	...	...

PROVINCE OF NOVA SCOTIA.

Advocate	15 May, '80	Samuel Morris	10 May, '80	100 00	...	...
Alma	2 " '98	Gideon W. Parsons	2 " '98	100 00	29 00	...
Annapolis	12 Mar., '75	J. Lindgren	7 July, '98	200 00	...	...
Apple River	14 Aug., '86	Robt. Field	9 Sept., '90	200 00	34 00	...
Arichat	22 April, '79	C. P. Terrio	29 April, '95	200 00	30 50	...
Baddeck	23 Sept., '75	Alex. McAulay	10 Dec., '90	100 00	2 00	...
Barrington	10 July, '82	B. K. Kenney	6 July, '93	200 00	28 00	...
Bayfield	11 " '79	John McDonald	11 " '79	200 00	...	...
Bay St. Lawrence	21 April, '87	G. Zwicker	21 April, '87	200 00	...	...
Bear River	25 Sept., '74	Wm. McFadden	27 Sept., '97	100 00	24 00	...
Beaver Harbour	24 July, '80	Henry Hawboldt	22 " '88	100 00	9 00	...
Big Harbour	9 June, '83	Donald McKenzie	28 May, '83	100 00	13 50	...

wing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF NOVA SCOTIA.

f Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1898.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
ver	1 May, '86	E. C. Bouchie	19 April, '86	100 00	6 00	
	6 " '74	William Oakes	28 Jan., '96	100 00		
cluding New						
n	6 " '74	Wm. Livingston	13 Feb., '94	200 00	14 50	
	6 June, '76	R. Jamieson	5 July, '97	100 00	49 50	
r North East						
	18 May, '81	A. D. Perry	18 May, '81	200 00	22 50	
	8 Sept., '83	A. C. Corkum	8 July, '96	100 00	23 00	
	20 April, '76	Fulgence Ancoin	15 April, '76	100 00		
ur	1 June, '81	J. B. Brannen	1 June, '81	200 00	7 00	
	1 May, '77	J. M. Lecain	18 Oct., '98	150 00	1 50	
to Grand						
	9 June, '83	Vacant				
	30 Sept., '88	A. Ehler	30 Aug., '97	100 00		
	23 Jan., '85	Arthur Pertus	6 Mar., '90	100 00	19 00	
	19 Feb., '78	Israel Hersey	23 May, '97	200 00	54 50	
	25 Aug., '83	Donald McInnis	5 April, '86	100 00		
	22 May, '89	Neil MacLean	22 May, '89	100 00	2 00	
	3 Mar., '79	John Wm. Hardy	2 Nov., '86	100 00	5 50	
Cape Breton						
y.	30 Oct., '80	Angus McQuarrie	30 Oct., '80	300 00	35 50	
	15 Jan., '89	Thos. O'Connor	31 " '93	100 00	11 00	
	No proclamation required by Act	J. E. Butler	21 Sept., '93	1,800 00	1,573 00	
	27 June, '84	Edward Davison	7 June, '84	225 00	151 50	
th Bay of	22 Mar., '81	William Thompson	24 Mar., '81	200 00		
ch "	9 Oct., '84	J. J. Donovan	26 Dec., '98	100 00		
Pier, Sydney	30 " '80	Michael J. Neville	30 Oct., '80	300 00	410 00	110 00
ar	30 " '89	Andrew J. Blakely	30 " '89	100 00	16 00	
	20 Sept., '90	Wm. Jennox	20 Sept., '90	100 00	3 00	
	25 Oct., '76	M. D. McKenzie	25 Oct., '76	150 00	27 00	
tson's Cove.	12 Mar., '75	George Henry Zwicker	25 Feb., '75	300 00	35 00	
Upper and						
	22 Aug., '84	George Burke	20 Aug., '84	100 00	0 50	
	12 July, '81	Thomas Laffin	12 July, '81	200 00		
	18 May, '81	David Rosenheiser	9 Aug., '88	200 00	21 00	
Or Lake be-						
Kay's Point						
Narrows	25 April, '84	Peter McLean	25 April, '84	100 00		
Or Lake from						
int to Washa-						
r	25 " '84	Alex. J. McNeil	25 " '84	100 00		
ay	3 Aug., '74	E. Douglas Rigby	8 May, '84	200 00	13 50	
vs to Cran-						
	9 June, '83	Kenneth McLennan	1 Nov., '97	100 00	2 00	
	19 Jan., '77	Wm. A. Kenney	19 Jan., '77	200 00	68 00	
	18 May, '81	E. A. Capstick	18 May, '81	200 00	57 00	
	17 Mar., '79	H. C. V. Lavatte	13 Oct., '98	200 00		
	3 Dec., '75	John Loye	10 Dec., '96	150 00	127 00	
	17 July, '80	Finlay Rankin	23 June, '80	100 00		
	16 May, '87	Lewis Knaut	3 Feb., '98	200 00	28 00	
	12 Mar., '75	Ronald McEachen	8 Mar., '75	150 00		
	31 July, '86	John Farrell	21 July, '86	100 00		
	26 May, '85	Vacant				
ain	26 July, '92	D. McDonald	26 July, '92	200 00	1 00	
	26 Mar., '78	Robert Early	26 Mar., '78	100 00		
y.	16 July, '75	Peter Francis Boutelier	7 July, '75	100 00	26 00	
	12 June, '86	Nicholas Deagle	27 Feb., '93	100 00		
	— Jan., '95	John Davis	23 Jan., 95	100 00		

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—Con.

PROVINCE OF NOVA SCOTIA—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1898.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
Middle South Island	— April, '96	S. Wynacht	1 April, '96	100 00	5 00	
Merigomish	26 Mar., '78	D. McGregor	22 Mar., '93	100 00		
Meteghan Harbour	8 June, '97	B. F. Robicheau	8 June, '97	100 00	15 00	
Meteghan River	10 Feb., '83	L. A. Comeau	1 June, '97	100 00	11 50	
Musquodoboit	19 May, '82	David Williams	19 May, '82	100 00	17 00	
New Haven	9 June, '83	H. A. McLeod	17 Aug., '89	100 00		
Neil's Harbour	9 " '83	A. Hayman	28 May, '83	100 00		
Northport	27 " '82	John M. Burns	27 June, '82	100 00	35 50	
North-west Cove, Coleman's Cove and Aspotogan Harbour	22 Dec., '76	P. Boutillier	30 June, '92	200 00		
Parrsborough	22 Oct., '73	Edward Walter Beaty	22 Oct., '73	300 00	239 50	
Petit de Grat	5 June, '95	S. Boudrot	5 June, '95	200 00	2 50	
Petite Rivière Bridge	7 July, '83	John Nelson Parks	27 April, '88	100 00		
Pictou	24 May, '83	John Gunn	14 Aug., '75	400 00		
Plaster Harbour	6 " '74	Vacant				
Port George	1 " '77	Charles B. Weaver	1 May, '77	150 00		
Port Greville	13 March, '80	W. Cochrane	26 Oct., '98	200 00		
Port Hawkesbury	16 July, '75	Daniel Henesey	9 July, '75	200 00	140 50	
Port Hood	16 " '75	John Murphy, jun.	9 " '75	200 00		
Port la Tour	14 April, '81	Wm. Sholds	15 Feb., '98	200 00	3 50	
Port Lorne	27 March, '86	Freeman Beardsley	9 June, '97	200 00	1 50	
Port Maitland	— Dec., '96	Josiah Ellis	10 Dec., '96	200 00		
Port Morien	3 March, '79	Hector McDonald	3 March, '79	400 00		
Port Mulgrave	8 " '76	David Murphy	12 Oct., '92	200 00	20 50	
Port Medway	25 June, '79	E. Cahoun	10 Sept., '98	200 00		
Pubnico	27 Sept., '82	D. Q. Amireau	27 Sept., '82	100 00	41 50	
Pugwash	22 Oct., '93	C. T. De Wolf	6 May, '95	100 00	136 00	
Ritcey's Cove	26 Sept., '84	J. B. Ritcey	21 April, '96	100 00	29 00	
River John	26 March, 78	H. Campbell	11 June, '91	100 00	50	
St. Ann's, including Fuche's Cove	20 April, '81	Vacant		200 00		
St. Mary's River	18 May, '81	Wm. Pride	20 Dec., '93	200 00	8 50	
St. Peter's	24 Jan, '81	Peter McNeill	17 Sept., '83	200 00	79 50	
Sambro	27 Dec., '79	Ben Smith	27 May, '90	200 00	15 00	
Sheet Harbour	14 May, '74	H. Hall	13 April, '98	200 00	52 00	
Shelburne	27 Aug., '77	J. C. Morrison	4 May, '97	200 00	81 50	
Ship Harbour	2 June, '84	Conrod Marks	2 June, '84	100 00	35 50	
Smith's Mountain, St. Ann's	8 " '83	Geo. E. Fader	11 April, '98	100 00	3 50	
Tatamagouche	27 Feb., '78	W. McKenzie	29 March, '93	200 00		
Tidnish	5 July, '82	Charles Fields	30 June, '84	100 00	30 00	
Torbay and Whitehead	18 May, '81	A. Haley	10 Dec., '97	200 00		
Tusket	18 March, '75	Charles W. Hatfield	7 March, '87	100 00		
Victoria Pier, South Bar, Sydney	25 July, '84	Ernest Richardson	1 Nov., '97	200 00		
Wallace	22 Oct., '73	Jas. Patton	14 Feb., '96	100 00	6 50	
West Arichat	20 Aug., '90	B. Poirier	7 Oct., '96	100 00	15 50	
West Bay	8 May, '84	John McInnes	9 May, '84	100 00	1 50	
West Port	8 March, '87	Geo. Welch	29 Jan., '98	200 00	36 00	
Weymouth	— May, '94	R. Payson	29 May, '97	200 00		
Whycocomagh	29 Oct., '75	Neil McKinnon	8 Oct., '75	100 00		
Woods Harbour	19 Feb., '92	S. K. Woods	19 July, '92	200 00	8 50	
Yarmouth	18 March, '75	Ebenezer Scott	19 Oct., '77	250 00	233 00	

wing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF PRINCE EDWARD ISLAND.

of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1898.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
Cascumpec..	15 July, '74	John McKay	11 May, '97	200 00	11 00	.. .
.....	10 April, '75	John R. Coffin	29 April, '78	200 00	.....	.....
.....	25 July, '85	Vacant	.....	200 00	.....	.....
e.....	23 May, '84	Vacant	.....	.....	.....	....
ver, including ridge.....	2 July, '78	Hercules McDonald	2 July, '78	200 00	.....	.....
er, from head north bank iver.....	16 May, '78	D. Stewart	7 May, '97	100 00	.....	.....
.....	15 " '89	James D. McMillan	15 " '80	100 00	.....	.....
n.....	15 July, '74	David Small	19 Feb., '77	400 00	178 50	.....
.....	15 " '74	Wesley Myers	17 June, '74	200 00	.....	.....
.....	15 " '74	George Bollum	3 Nov., '85	200 00	.....	.....
.....	15 " '74	Samuel Hemphill	1 Dec., '87	200 00	38 00	.....
.....	10 April, '75	Wm. C. Jenkins	4 May, '97	200 00	.....	.....
down to and Poplar Point Wharf	16 May, '78	Vacant	.....	.....	.....	.....
.....	10 July, '74	J. Champion	10 Dec., '96	200 00	.....	.....
.....	17 April, '80	J. J. Gallant	14 June, '97	100 00	25 00	.....
idge.....	15 July, '74	Welton Poster	7 April, '97	200 00	15 00	...
our.....	17 June, '74	Wm. Millar	17 June, '74	200 00	6 50	.....
r	16 May, '78	Geo. McLeod	9 Feb., '97	200 00	.....	.....
.....	15 July, '74	Wm. Bell	25 Aug., '96	200 00	2 50	....
.....	15 " '74	Dan McAulay	18 Dec., '97	200 00	.....	..
.....	15 " '74	Wm. C. Brown	20 June, '98	200 00	Nil.	...
.....	10 " '79	M. Haley	30 Mar., '97	100 00	.....	.....
.....	10 April, '75	Vacant	.....	.....	.....	.....
.....	17 May '75	Felix Buote	1 Mar., '97	200 00	.....	...
ay	10 April, '75	A. Anderson	16 Oct., '98	200 00	.....	.
nd West.....	10 " '75	John McCormick	25 April, '79	200 00	.....	.....
.....	15 July, '74	Wm. Stymest	20 Oct., '97	200 00	63 00	...
.....	22 April, '90	Vacant	.....	.....	.....	.....
.....	17 May, '75	Donald Campbell	27 Aug., '95	200 00	.....	.....
.....	12 April, '77	Vacant	.....	.....	.....	.....
r Bridge.....	19 May, '74	John Finlay	9 Oct., '84	200 00	.....	.....
.....	17 " '75	Vacant	.....	.....	.....	.....

PROVINCE OF BRITISH COLUMBIA.

.....	— Mar., '97	L. G. Hill	2 Maa., '97	200 00	128 00	.....
.....	— April, '96	Geo. H. Rowe	25 April, '96	200 00	198 00	.....
.....	10 " '75	H. Cooper	25 Feb., '97	500 00	607 00	107 00
nster.....	23 Jan., '80	Peter Grant (Act Har. Mstr	1 Nov., '98	.....	15 50	....
.....	17 April, '77	Vacant	.....	.....	.....	.....
ncluding Bur-	22 Feb., '88	M. McLeod	14 Jan., '97	600 00	571 00	.....
Esquimault..	20 Mar., '75	C. E. Clarke	3 Nov., '94	600 00	640 50	40 50

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

STATEMENT showing returns respecting shipping and discharging Seamen, &c.—*Continued.*

NOVA SCOTIA—*Concluded.*

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1898.			For Half-year ended 31st December, 1898.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
					$ cts.			$ cts.			$ cts.
Great Bras d'Or	Cape Breton	D. Campbell	...	...	...	...	...	...	...	...	...
Guysboro'	Guysborough	W. Cameron	...	...	...	...	...	...	...	...	...
Halifax	Halifax	*H. Bligh*	1,405	1,146	1,046 30	1,222	1,177	964 10	2,627	2,323	2,010 40
Hantsport	Hants	J. W. Lawrence	28	28	22 40	...	...	...	28	28	22 40
Harbour au Bouche	Antigonish	E. Corbet	...	...	...	...	...	...	...	...	...
Harbourville	King's	Chas. E. Morris	6	3	3 90	3	...	1 50	9	3	5 40
Isaac Harbour	Guysborough	J. D. Griffin	17	...	8 50	...	...	...	17	...	8 50
Joggins	Cumberland	J. Moffat	...	...	...	...	...	...	...	...	...
Jordan Bay	Shelburne	M. D. McKenzie	...	...	...	...	...	...	...	...	...
Lingan	Cape Breton	*Matthew Roche*	...	...	...	...	...	...	...	...	...
Little Bras d'Or	Cape Breton	P. Collins	...	...	...	...	...	...	...	...	...
Liscomb	Guysborough	James Hemlow	...	...	...	...	...	...	...	...	...
Liverpool	Queen's	*W. A. Kenney*	106	36	63 80	112	31	80 30	218	116	144 10
Lockeport	Shelburne	J. R. Ruggles	225	104	143 70	46	35	33 50	271	139	177 20
Londonderry	Colchester	J. A. Blaikie	...	Nil.	...	...	Nil.	...	...	...	...
Louisbourg	Cape Breton	Wm. Lewis	...	...	...	...	...	...	...	...	...
Lunenburg	Lunenburg	*William Young*	267	226	67 80	...	...	...	267	226	67 80
Mahone Bay	Lunenburg	A. F. Zwicker	...	...	...	46	...	23 00	46	...	23 00
Main à Dieu	Cape Breton	R. McDougall	...	...	...	...	...	...	...	...	...
Maitland	Hants	Alex. Roy	3	...	1 50	...	...	...	3	...	1 50
Margaree	Inverness	M. A. Dunn	...	...	...	...	Nil.	...	...	...	...
Margaretsville	Annapolis	D. W. Landers	...	Nil.	...	...	...	...	...	...	...
Merigomish	Pictou	D. McGregor	...	...	...	...	Nil.	...	...	...	...
Meteghan	Digby	E. U. Doucet	151	21	31 80	38	27	28 10	89	48	59 90
North-East Harbour	Shelburne	G. B. Swaine	20	10	13 00	6	6	4 80	26	16	17 90
North Sydney	Cape Breton	*James Armstrong*	117	50	73 50	203	150	146 50	320	200	220 00
Parrsborough	Cumberland	W. W. Cunnabel	184	128	130 40	189	184	149 70	373	312	280 10
Pictou	Pictou	*M. Campbell*	19	2	10 10	6	17	8 10	25	19	18 20
Port Acadia	Digby	A. Bourneuf	...	...	...	...	...	...	...	...	...
Port Calebonia											

Port Morien	Cape Breton	W. W. Down									
Port Mulgrave	Guysborough	D. Murray									
Port William	King's	G. S. Lockwood									
Pubnico	Yarmouth	W. H. Amiro				14	3	3 78	14	3	3 78
Pugwash	Cumberland	J. Wilson									
Ritcey's Cove	Lunenburg	G. Seaboyer	14	13	10 90	50	48	39 40	64	61	50 30
River Hébert	Cumberland	A. W. Pugsley	39	6	21 30	49	41	36 80	88	47	58 10
St. Ann's	Cape Breton	D. McAuley									
St. Mary's River	Guysborough	A. F. Falconer									
St. Peter's	Richmond	Donald Urquhart	51		25 50				51		25 50
Salmon River	Digby	I. H. C. Penny				25	19	18 20	25	19	18 20
Sheet Harbour	Halifax	M. McFarlane									
Shelburne	Shelburne	W. W. Atwood	61	12	34 10	45	33	32 40	106	45	66 50
Sydney	Cape Breton	*James Rudderham*				103	104	82 70	103	104	82 70
Sydney, Victoria Pier	Cape Breton	*Vincent Mullins*		Nil.			Nil.				
Thorne's Cove	Annapolis	E. H. Porter	6	1	3 30	13	1	6 80	19	2	10 10
Truro	Colchester	George P. Nelson									
Tatamagouche	Colchester	J. A. G. Campbell	4		2 00		Nil.		4		2 00
Wallace	Cumberland	Charles D. Kerr									
Walton	Hants	H. Woolaver		Nil.		2		1 00	2		1 00
West Arichat	Richmond	B. Poirier	18		9 00			8 60	18		17 60
Weymouth	Digby	N. B. Jones							111	75	78 00
Windsor	Hants	H. W. Dimock	41	18	25 90	101	50	65 50	142	68	91 40
Wilmot	Annapolis	G. B. Reed									
Wolfville	King's	J. B. Davidson									
Yarmouth	Yarmouth	N. L. Trefry	315	298	246 90	616	608	490 40	931	906	737 30

PRINCE EDWARD ISLAND.

Alberton	Prince	J. P. Brennan									
Cascumpec	Prince	James F. White									
Charlottetown	Queen's	*H. W. Mutch*	62	8	33 40				62	8	33 40
Crapaud	Queen's	S. J. B. Leard									
Georgetown	King's	Charles Owen	5		2 50		6	1 80	5	6	4 30
Malpeque	Prince	J. M. MacNutt			Nil.			Nil.			
Montague Bridge	King's	J. M. Aitken									
Murray Harbour	King's	H. J. Brehaut		Nil.							
Pinette	Queen's	H. D. Morrison									
Port Hill	Prince	W. Hopgood									
St. Peter's Bay	King's	J. A. McLaine									
Souris	King's	Michael J. Foley									
Summerside	Prince	*Jos. Reed*				2	10	5 60	2	10	5 60
Tignish	Prince	George Conroy									

STATEMENT showing returns respecting shipping and discharging Seamen, &c.—*Continued.*

BRITISH COLUMBIA.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1898.			For Half-year ended 31st December, 1898.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
					$ cts.			$ cts.			$ cts.
Ahouset	Clayoquot	*C. R. McDougall*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Barclay Sound	Vancouver	*M. Swartout*	.....	.....	.....	.....	.....	.....	.....	.....	39 40
Clayoquot	Clayoquot	*John Grice*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hesquait	Vancouver	*A. J. Brabant*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kynquot	Nanaimo	*W. J. Feker*	112	1	56 30	11	96	34 30	123	97	90 60
Massett Inlet	Queen Charl'te I'd.	*Rev. Mr. Keen*	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Westminister	New Westminister	*Peter Grant*	1	.....	50	21	10	13 50	22	10	14 00
Vancouver	New Westminister	J. M. Bowell	.....	.....	.....	320	295	305 25	320	295	305 25
Victoria	Victoria	*H. G. Lewis*	1006	497	652 10	500	639	438 70	1506	1136	1090 80

APPENDIX No. 34.

REPORT OF THE PORT WARDEN OF MONTREAL FOR THE YEAR ENDED 31ST DECEMBER, 1898.

MONTREAL, 7th January, 1899.

Honourable Sir L. H. DAVIES, K.C.M.G.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the council of this board and in compliance with section 31 of the Act governing the Port Warden's Office, 45 Vic., chap. 45, to transact herewith documents as follows:—

1. The Port Warden's Report for the year 1898.
2. Audited statement of receipts and expenditure of the Port Warden's Office for the year ending 31st December, 1898.
3. Statement of Investments of the Port Warden's surplus funds.

I have the honour to be, sir,
Your obedient servant,

GEO. HADRILL,
Secretary.

MONTREAL, 31st December, 1898.

To the President
and Council of "The Montreal Board of Trade."

GENTLEMEN,—I have the honour to submit the annual report of the business of this office with statements of exports, receipts and expenditures for the year 1898.

Navigation opened on the 20th April with the arrival from Quebec of the SS. "Campana" followed on the 22nd by the SS. "Polino," and closed with the departure for sea of the SS. "Guildhall" at 7 a.m. on the 28th November.

The first ocean steamship to arrive was the Dominion Line SS. "Scotsman" at 7 a.m. on the 26th April.

The first sailing vessel to arrive was the barquentine "Grei" from Barbadoes with a cargo of molasses on the 19th May.

The first vessel to enter the Gulf of St. Lawrence this season by the way of the Strait of Belle Isle was the steamship "Starlight" which arrived at Quebec on the 19th June, and the SS. "Britannia" which arrived at this port on the 23rd June.

The export trade of this port shows a healthy, steadily progressive increase as seen by the following statement.

Five hundred and sixteen oversea or foreign going vessels of all kinds were entered at this office, with a tonnage of 1,212,747 tons, being an increase of thirty-seven vessels and 158,522 tons over last season.

The business to the lower ports this season consisted of, entered 330 vessels of all classes with a tonnage of 348,500 tons, against 300 vessesls of all classes last year, with a tonnage of 317,397 tons, increase of 30 vessels and 31,103 tons.

Clearances of vessels loaded for the lower ports this season were as follows, 115 vessels of all classes with a tonnage of 88,600 tons, against 123 vessels of all classes last season with a tonnage of 99,994 tons, decrease of eight vessels and 11,394 tons, the difference in the lower port trade between the number of vessels entered and cleared at this office are accounted for by 215 vessels going hence light being in the coal carrying trade solely.

There has been a marked revival of the South American lumber trade this season, 13 vessels having loaded 11,441,776 ft. B. M., for the River Plate, against 1 vessel carrying only 417,505 ft. B. M., last season.

The disasters and groundings of vessels in the ship channel between this port and Quebec have been comparatively few this season, and those which have been principally owing to the vessels being suddenly enveloped in fog.

The water in the ship channel has been much improved this season as compared with last year; for instance, November 1st, 1898, the Montreal guage showed 29′ 4″, Sorel guage 29′ 3″, whereas on November 1st, 1897, Montreal guage showed 26′ 10″, Sorel guage 26′ 5″. The stage of low water this season was of short duration, the lowest readings of the guages being October 11th viz:—Montreal guage 27′ 0″, Sorel guage 26′ 4″. Last year the lowest water was on the 24th October, viz:—Montreal guage 26′ 5″, Sorel guage 26′ 0″. The latter part of this season we had good water in the ship channel, the lowest water in the month of November being 27′ 10″, shown on the Sorel guage on the 9th.

On the 3rd October, the writer in pursuance of instructions from your Council proceeded to Quebec where he joined the Government Chief Engineer Colonel W. P. Anderson and the representatives of the Montreal Marine Underwriters Association, the shipping interests of this port, and the Montreal Harbour Commissioners, represented respectively by Messrs. E. L. Bond, Alexander Sinclair, and John Kennedy, on a tour of inspection of the Ship Channel between Quebec and Montreal on the Government steamship "Druid," which occupied the 4th, 5th and 6th October. My report on that inspection tour was presented to you on my return here.

The shipments of various kinds for the past season, manifested and reported at this office as per attached statement.

All of which is respectfully submitted.

I am, Gentlemen,
Your obedient servant,

ARCHIBALD REID,
Port Warden.

.RATIVE STATEMENT of Shipments, years 1897 and 1898, as per Manifests reported at Port Warden's Office.

Description.		1897.	1898.	1898.	
				Increase.	Decrease.
.....	Bush.	10,556,630	9,151,996	.....	1,404,634
. .....	"	2,002,403	1,721,914	.....	280,489
and rye	"	1,085,221	1,368,633	283,412	
.....	"	5,142,011	6,858,031	1,716,020	
....	"	9,172,016	19,612,637	10,440,621	
ed.....	"	109,239	776,887	667,648	
Total grain		28,067,520	39,490,098	13,107,701	1,685,123
				1,685,123	
Total increase of grain.....				11,422,578	
meal, &c.....	Brls.	710,044	1,006,381	296,337	
....	"	1,401	1,014	.....	387
.....	"	160,223	395,255	235,032	
....	Boxes.	2,100,922	1,878,793	.....	222,129
.....	Pckgs.	221,464	273,923	52,459	
....	"	167,166	201,644	34,478	
eat.....	"	157,378	160,884	3,506	
....	"	137,686	101,221	. ...	36,465
neat	Qtrs.	3,179	17,279	14,100	
....	Tons.	9,770	15,920	6,150	
es	"	34,086	43,503	9,417	
.....	"	3,900	7,124	3,224	
:e.....	"	4,110	7,242	3,132	
nates.....	"	160	627	467	
ls.....	"	4,874	4,127	. .....	747
r..	Ft. B. M.	315,312,166	330,840,915	15,528,749	
.....	Head.	117,339	98,184	.....	19 155
....	"	9,975	5,918	.... . .	4,057
.....	"	59,983	34,844	.....	25,139

STATEMENT of Oversea or Foreign going Vessels.

Description.	1897.		1898.	
	No.	Tons.	No.	Tons.
Steamers	457	1,046,300	497	1,198,078
Ships	None.	.....	3	4,215
Barques	8	3,968	12	9,246
Brigs and schooners	14	3,957	4	1,208
Totals	479	1,054,225	516	1,212,747

Increase of 37 vessels and 158,522 tons.

STATEMENT of Lower Port Arrivals.

Steamers	284	315,530	316	347,151
Brigs and schooners	16	1,867	14	1,349
Totals	300	317,397	330	348,500

Increase of 30 vessels and 31,103 tons.

CLEARANCES for the Lower Ports.

Steamers	113	99,067	105	87,769
Brigs and schooners	10	927	10	831
Totals	123	99,994	115	88,600

Decrease of 8 vessels and 11,394 tons.

REVENUE.

	1897.	1898.
Revenue	$10,925.74	$12,417.93

DR. — year ending 31st December, 1898. — CR.

1897.		$ cts.	$ cts.	1898.		$ cts.	
Dec. 31..	To Balance, cash in bank	11,574 07		Dec. 31..	By Paid salaries, &c.:—		
	Cash in Port Warden's hands	1,607 50			Arch. Reid, Port Warden	2,500 00	
			13,181 57		J. A. Vibert, Deputy Port Warden	1,800 00	
1898.					A. T. Creighton, "	1,800 00	
					W. J. Anderson, bookkeeper	1,500 00	
Dec. 31..	Revenue derived as under:—				J. F. Scanlan, clerk	465 00	
	9,151,996 bushels wheat				S. Hayes, junior clerk	220 00	
	1,721,914 " pease				Superannuation allowance:—		
	1,368,633 " rye and barley				Arch. Reid, Port Warden	300 00	
	6,858,031 " oats				J. A. Vibert, Deputy Port Warden	200 00	
	19,612,637 " corn				A. T. Creighton, "	200 00	
	776,887 " flax seed				W. J. Anderson, bookkeeper	100 00	
	7,242 tons oil cake				Board of Trade, secretarial expenses	1,000 00	
	4,127 " minerals				Rent, fuel and taxes	311 86	
	1,006,381 barrels flour, meal, &c.	754 52			Telephones, cleaning office, light, &c.	234 17	
	1,014 " ashes	10 14			Lloyds Register and shipping books	36 91	
	395,255 " apples	988 05			Books, printing and stationery	124 41	
	104,102 head oxen and horses	1,041 02			Office furniture and carpets	45 93	
	34,844 " sheep	87 14			Cab and car fares	76 20	
	214,244 tons sundries	4,284 88			Miscellaneous expenses	35 24	
	7,124 " hay	142 48			Alf. W. Hadrill, auditor	60 00	
	627 " phosphates	6 27					11,009 72
	330,840,915 feet lumber	1,654 43			Board of Trade for investment by treasurer		8,000 00
	Port Warden's fees (inwards)	178 50			Outstanding accounts		70 94
	" (outwards)	2,966 00			Balance cash in bank	9,314 76	
	Special surveys	166 50			Balance cash in Port Warden's hands	147 84	
	Damaged cargo certificates	138 00					9,462 60
			12,417 93				
	Outstanding accounts, 1897, collected		5 46				
	Interest on bank account	111 31					
	Treasurer Board of Trade, interest on investments	2,826 99	2,938 30				
			28,543 26				28,543 26
1899. Jan. 1..	To balance	9,462 60					

Audited and found correct.

ALF. W. HADRILL, *Auditor.*

MONTREAL, 4th January, 1899.

E. & O. E.

ARCHIBALD REID,
Port Warden.

STATEMENT of the Interest of the Surplus Funds of the Port Warden's Office at Montreal, and of Interest accruing therefrom during the year ended 31st December, 1898.

Date.	——	Amount.	Per cent for 12 mos.	Total Interest.
		$		$ cts.
Feb., 16, '80	Expended, $2,380.34 in purchase of Dominion Government Stock	2,300	3½	80 50
Aug., 16, '80	Expended $7,254.11 in purchase of city of Montreal Registered Stock	7,000	5	350 00
April, 18, '84	Expended $5,031.34 in purchase of city of Montreal four per cent Registered Stock (Nos. 1,720, 1,721, 1,722, 1,723, 1,724—5 at $1,000.)	5,000	4	200 00
Mch., 14, '87	Expended $10,320.75 in purchase of city of Montreal Consolidated Fund Stock (Class C. 100 shares of $100 each.)	10,000	4	400 00
	Loans to Montreal Board of Trade Building Fund to 31st December, 1897	37,000	4	1,480 00
Jan., 5, '98	Additional Loan to Montreal Board of Trade Building Fund.	8,000	4 p.c. for 365 days	316 49
	Total	69,300		2,826 99

HENRY MILES,
Treasurer.

GEO. HADRILL,
Secretary.

MONTREAL, 4th January, 1899.

APPENDIX No. 35.

REPORT OF THE PORT WARDEN AT QUEBEC FOR THE YEAR ENDED 31st DECEMBER, 1898.

PORT WARDEN'S OFFICE,
QUEBEC, 31st December, 1898.

'. F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—As requested by the 30th section of the port warden rules, I beg respectully to submit the following annual statement of the business transacted in this ffice during the year ending the 31st December, 1898, as follows:—

Eighty-three steamers were surveyed for clearance outward after taking part argo on board at this port, having previously shipped part cargo of grain and ther goods at Montreal.

Three steamers and nine sailing vessels were surveyed, their hatches opened nd cargo examined on their arrival from sea.

Twelve steamers and three sailing vessels were surveyed on account of grounding nd stranding in the River St. Lawrence below and above Quebec.

Two steamers and two sailing vessels were surveyed and their value estimated or general average purposes.

One barge, one propeller and one schooner were surveyed on account of ollision damage.

Two steamers were surveyed on account of excessive deckload and a portion removed.

Six surveys were held on damaged goods in store and on wharves.

One steamship surveyed for damage at sea was temporarily repaired and proeeded, and one coal barge, also damaged by stress of weather at sea, was permanently repaired and proceeded.

The bark "Skein" was totally wrecked at Matane, and the bark "Vidfarne" bove Bic Island. The propeller "Lloyd S. Porter" was sunk by collision in St. roix Bay and has not yet been raised.

The receipts and disbursements of this office were as follows:—

Receipts from all sources	$1,126 00
Expenses	416 00
Balance net receipts	$ 710 00

Besides the above there were several vessels damaged by stranding and otherse that did not come under the port warden rules.

Nine steamers took live stock at Quebec during the season amounting in all to 97 cattle and 1,477 sheep, on which was collected $50.87, which was deposited in Bank of Montreal to the credit of the Receiver General.

With much respect, I am,
Your obedient servant,

W. SIMONS, N. A.,
Port Warden.

APPENDIX No. 36.

REPORT OF THE PORT WARDEN AT RIMOUSKI, P. Q., FOR THE YEAR ENDED 31st DECEMBER, 1898.

RIMOUSKI, 7th December, 1898.

Hon. Sir L. H. DAVIES, K.C.M.G.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to submit you my report as Port Warden for the Port of Rimouski. I beg to inform you that I have not visited any vessels nor collected any money for the year 1898.

I have the honour to be, sir,
Your obedient servant,

CAPT. E. HEPPEL,
Port Warden.

APPENDIX No. 37.

PORT OF THE PORT WARDEN AT ANNAPOLIS, N. S., FOR THE YEAR ENDED 31st DECEMBER, 1898.

ANNAPOLIS, 31st December, 1898.

GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my report of the business of this office for year ending 31st December, 1898.

Sept. 19.—Held survey on Norwegian barque "Sophie Helena." Afterpart of keel ound on flats off old forts, no damage. Certificate of seaworthiness.

Fees collected	$ 18 00
Paid for assistance	10 00
Net amount	$ 8 00

I am, sir, your obedient servant,

SIMON W. RILEY.
Port Warden.

APPENDIX No. 38.

REPORT OF THE PORT WARDEN AT HALIFAX, N. S., FOR THE YEAR ENDED 31st DECEMBER, 1898.

PORT WARDEN'S OFFICE.
HALIFAX, N. S., 31st December, 1898.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my report for the year ending 31st December, 1898, accompanied by a statement of the receipts and expenditure during that period.

Surveys have been held by me on eighteen steamers and five sailing vessels which arrived at this port in a damaged condition during the year. The necessary repairs were made to the vessels and those of them bound to other ports with their cargoes proceeded to their destinations, where they arrived safely. Three of the vessels still remain in port, two of them, the steamers "Manchester Enterprise" and "Birchton" undergoing repairs. The third vessel, the ship "Maren" has completed her repairs and is about ready for sea.

I have the honour to be, sir,
Your most obedient servant,

DAVID HUNTER,
Port Warden.

RECEIPTS and Expenditure of the Port Warden, Halifax, N.S., from 1st January to 31st December, 1898.

DR.	$ cts.	CR.	$ cts.
To amount of fees received.....	1,706 55	By paid assistants, office expenses, &c.	1,212 36
		Amount reverting to Port Warden	494 19
	1,706 55		1,706 55

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden at Halifax, N.S., during the year 1898.

DAVID HUNTER,
Port Warden.

APPENDIX No. 39.

EPORT OF THE PORT WARDEN AT NORTH SYDNEY, N.S., FOR THE YEAR ENDING 31ST DECEMBER, 1898.

PORT WARDENS OFFICE,
NORTH SYDNEY, C.B., 7th January, 1898.

. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report as follows:—
During the past season I have held the following surveys:

Two (2) steamships.
Five (5) sailing vessels.

Total fees received were		$83 40
Paid assistant surveyors	$25 00	
Paid office expenses	35 00	60 50
		$23 00

As almost all the grain laden steamers from the St. Lawrence, which are required by law to take certificate and pay fee for same, now bunker at the Whitney Pier which is outside of my jurisdiction, it has cut the North Sydney Port Warden's fees down to a very small figure.

I have the honour to be, sir,
Your obedient servant,

DANIEL McKAY,
Port Warden.

APPENDIX No. 40.

REPORT OF THE PORT WARDEN AT PICTOU, N.S., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

PICTOU, 7th January, 1899.

Had one survey on the American barge on the 18th November, 1898, but received no fees as the Company has failed in the United States and gone into liquidation. Expense for the year 1898, $7.36, Barge "Varona."

WILLIAM C. MUNRO,
Port Warden.

APPENDIX No. 41.

'ORT OF THE PORT WARDEN AT PORT HAWKESBURY, N.S., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

PORT HAWKESBURY, N.S., 31st December, 1898.

'OURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my Annual Report of the doings of this ə, accompanied with a statement of fees received by me during the year now ng. There has not been many vessels repaired here during the year. The ices of the Port Warden have been required only on two sailing vessels and one ner. The necessary repairs have been made on the sailing vessels, and the ner is now on the marine railway, and the repairs to her have not yet been ə.

I have the honour to be, sir,
Your obedient servant,

D. W. HENESEY,
Port Warden.

:EIPTS and Expenditure of Port Warden's office, Port Hawkesbury, N.S., from 1st January, to 31st December, 1898.

	$ cts		$ cts
ɔunt of fees received..	23 00	Paid assistant	5 00
	18 00		

I do hereby certify that the above is a true and correct account of receipts of ɜ office for the year ending 31st December, 1898.

D. W. HENESEY,
Port Warden.

PORT HAWKESBURY, 31st December, 1898.

Report of Surveys held by Port Warden at Port Hawkesbury, N.S., in 1898.

Date.	Name of Vessel.	Rig.	Where From.	Where Bound.	Cargo.	Port of Registry.	Master's Name.	Remarks and Cause of Damage.	Fees.	Assets.
1898.									$ cts.	$ cts.
June 10.	Polar Star	Schr.	St. Peters, C.B.	Chatham	Ballast	Liverpool, N.S.	D. Morrison.	Polar Star was wrecked at St. Peters, County Richmond. Vessel and cargo sold at St. Peters; bought by Daniel Morrison and repaired by him, and sold by him to Capt. Mallett.	5 00	
Oct. 15.	Jennie	Schr.						Schooner Jennie of St. John's, Newfoundland, was stranded at Isle Madame, in the County of Richmond, C.B., lost 30 feet of false keel, had it replaced on the railway at Port Hawkesbury and sailed for P. E. Island in good order and condition.	5 00	
Dec. 17.	Eldon	S. Ship.						Steamer "Eldon" was in collision with steamship "Mulgrave," at Port Mulgrave. "Eldon" is the steamer used at Port Hawkesbury as ferry steamer on the Strait; is badly damaged and is now on railway for repairs.	13 00	
								Paid W. Duff, assistant		5 00
									23 00	
								Less—Paid assistant	5 00	
								Reverting to Port Warden	18 00	

I do hereby certify that the above is a true and correct statement of all surveys held here in 1898.

D. W. HENESEY, *Port Warden.*

Port Warden's Office, Port Hawkesbury, 31st Dec., 1898.

APPENDIX No. 42.

'ORT OF THE PORT WARDEN AT WHITNEY PIER, SYDNEY, N.S., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

WHITNEY PIER, SYDNEY, C.B.

'OURDEAU, Esq.,
DeputyMinister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report to you the proceedings of this office for the 1898.

Surveys held on fifty-five steamships, fees collected as follows :—

Survey on hull, seaworthiness	$440 00
LESS.—Office expenses and rent	70 00
	$370 00

The office discharged was of the usual description.

Your obedient servant,

JAMES CARLIN,
Fort Warden.

PORT WARDEN—Survey, 1898.

Date.	Number.	Rig.	Name.	Master.	Tonnage.	Port of Register.	Where from.	Where bound.	Description of Survey.	Draft. Fore.		Draft. Aft.		Clear Side.		Cargo.
1898.										ft.	in.	ft.	in.	ft.	in.	
May 16	1	SS.	Turret Cape	Taylor	1,141	Newcastle	Quebec	Newcastle-on-Tyne.	Seaworthiness	18	..	17	..	9	6	Deals.
" 16	2	"	R. F. Mathews	Innis	1,248	London	Montreal	Londonderry	"	21	..	21	..	5	2	Grain.
" 24	3	"	Loughrigg Holme	Milligan	1,316	Mary Port	"	Hull	"	19	..	19	5	9	7	Deals.
" 26	4	"	Mantinea	Mulchay	1,800	Liverpool	Chatham	Liverpool	"	18	5	20	6	5	6	"
" 30	5	"	Nordkyn	Beer	2,104	Norway	Montreal	Hamburg	"	22	3	22	6	7	7	Grain.
" 30	6	"	Nether Holme	Wilson	1,285	Mary Port	"	Hull	"	17	6	17	9	4	7	Deals.
June 3	7	"	Verbena	Mann	1,505	West Hartlepool	"	Antwerp	"	18	10	18	10	8	4	Grain.
" 4	8	"	Barden Tower	Niles	1,484	Glasgow	"	Hamburg	"	22½	..	22	6	6	7½	"
" 9	9	"	Anacies	Robertson	1,630	Greenock	Chatham	Liverpool	"	19	5	22	2	4	2	Deals.
" 10	10	"	Derwent Holme	Holmes	1,331	Mary Port	Montreal	Glasgow	"	20	..	22	2	8	2	"
" 10	11	"	Gallina	White	1,135	West Hartlepool	"	Queenstown	"	21	5	22	5	4	6	Grain.
" 11	12	"	Gretta Holme	Ritchie	1,678	Mary Port	"	London	"	20	1	20	9	6	4	Deals.
" 13	13	"	Louisiana	Liswell	1,263	Glasgow	Chicoutimi	Manchester	"	21½	..	21½	..	5	7	Grain.
" 15	14	"	Lobelia	Watson	1,913	West Hartlepool	Montreal	Hamburg	"	22	6	22	2	2	7½	"
" 21	15	"	Rydal Holme	Brown	1,226	Mary Port	"	West Hartlepool	"	17	8	19	2	9	7	Deals.
" 22	16	"	Briscoe	Faulkner	1,484	Newcastle	"	Leith	"	22	6	22	7	4	10½	Grain.
July 2	17	"	Zanzibar	Robertson	1,919	London	Saguenay	Glasgow	"	20	5	18	5	4	10	Deals.
" 4	18	"	Sir Richard Granville	Gill	1,744	Plymouth	Montreal	Hamburg	"	21	1	22	10	9	1½	Grain.
" 6	19	"	Cundall	Harrison	1,534	West Hartlepool	"	Antwerp	"	19	4	19	5	8	3½	"
" 9	20	"	Progressist	Pinkham	2,025	London	"	Hamburg	"	17	11	21	9	12	6	"
" 16	21	"	Forest Holme	Johnson	1,540	Mary Port	"	London	"	19	7	21	2	9	4½	Deals.
" 25	22	"	Antwerp City	Richards	2,108	West Hartlepool	"	Antwerp	"	22	1½	22	8½	7	4	Grain.
" 26	23	"	Eveline	Burgess	1,660	Newcastle	Quebec	London	"	19	1½	19	7½	4	1½	Deals.
" 30	24	"	Lovstakken	Olsen	2,203	Bergen	Miramichi	Manchester	"	21	..	21	6	7	..	"
Aug. 1	25	"	Derwent Holme	Holmes	1,331	Mary Port	Montreal	Cork	"	19	3	19	8	8	2	"
" 5	26	"	Hardanger	Willis	1,569	West Hartlepool	Campbellton	Glasgow	"	18	8	19	10	4	7	"
" 5	27	"	Emma K	Budinich	1,196	Austria	Savannah	Stetlin	"	22	..	22	2	4	4	Phosphate rock.
" 6	28	"	Hindousand	Flaness	1,991	Glasgow	Quebec	Glasgow	"	21	8	22	6	6	4	Deals.
" 9	29	"	Nether Holme	Wilson	1,285	Mary Port	Montreal	Fleetwood	"	16	6	19	3	3	10½	"
" 17	30	"	Blaamanden	Amundsen	2,037	Bergen	Miramichi	Orrigan	"	21	4	22	10	7	4½	"
" 19	31	"	Axminster	Lyms	1,231	London	Montreal	Cardiff	"	17	9	17	11	2	..	"
" 23	32	"	Pearlmoor	Bruhn	2,225	"	Quebec	Greenock	"	20	10	22	6	11	4	"
" 26	33	"	Rydal Holme	Brown	1,226	Mary Port	Montreal	Shields	"	17	8	18	6	9	10½	"
" 29	34	"	Mandalay	Tindale	1,993	Whitby	"	Cardiff	"	16	9	17	1	8	2½	"

"	30	35	"	Copenhagen	Jones	2,116	Glasgow	Pensacola	Glasgow	"	20	11	21	0	5	11½	"
"	31	36	"	Weybridge	Evans	1,604	London	"	Greenock	"	19	9	19	11	5	11½	Timber.
"	31	37	"	Cundall	Harrison	1,534	West Hartlepool	Montreal	London	"	19	6	20	8	5	10½	Deals.
Sept.	10	38	"	Ferndene	Sharp	1,598	Newcastle	"	Hull	"	19	4½	20	5	10	..	"
"	12	39	"	Forest Holme	Johnson	1,540	Mary Port	Betiscan	Cork	"	20	..	21	7	8	11½	"
"	13	40	"	Cresyl	Winship	1,498	Hull	Montreal	Hull	"	18	1½	19	5½	3	9½	"
"	16	41	"	Progressist	Pinkham	2,025	London	"	London	"	20	2	19	4	13	5	"
"	26	42	"	Arranmoor	Bass	1,552	"	Pensacola	West Hartlepool	"	18	2	19	3	8	3	"
Oct.	3	43	"	Bratannac	Neilson	1,507	Porsgrund	Montreal	Sharpness	"	17	6	18	4	7	5½	"
"	4	44	"	Bjorgvin	Laading	1,785	Bergen	"	Avonmouth	"	22	6	22	11	7	4	Grain.
"	10	45	"	Cape Corrientes	Thompson	1,660	Newcastle	Pensacola	Dundee	"	21	8	21	8	9	4½	Timber.
"	22	46	"	Sylvina	Wyott	2,715	West Hartlepool	Montreal	Antwerp and Hamburg.	"	22	3	23	1	8	7½	Grain.
"	24	47	"	Jessica	Frost	1,398	Hull	"	Hull	"	18	7	21	2	7	8½	"
"	31	48	"	Cowiscliffe	Wrightson	1,636	West Hartlepool	"	Boston	"	18	8	19	3	9	3	"
Nov.	1	49	"	Ferndene	Sharp	1,598	Newcastle	"	Hull	"	20	1	20	3	9	6	"
"	5	50	"	Turret	Nisbett	1,263	"	"	Avonmouth	"	16	5	19	3	5	7	"
"	7	51	"	Rydal Holme	Brown	1,226	Mary Port	"	Hull	"	19	1	19	2	6	7	"
"	15	52	"	Krim	Irgens	1,118	Norway	"	London	"	15	6	17	11	5	7	Deals.
"	19	53	"	Turret Bay	Pallister	1,375	Newcastle	"	Sharpness	"	18	10	19	6	5	3½	Grain.
"	23	54	"	Nordkap	Svendsen	1,329	Bergen	"	London	"	18	1	18	7	5	7	Grain and deals.
Dec.	5	55	"	Guildhall	Simmons	1,659	West Hartlepool	" & Quebec	Antwerp	"	18	10	18	7	10	7	Grain.

APPENDIX No. 43.

REPORT OF THE PORT WARDEN AT YARMOUTH, N.S., FOR THE YEAR ENDED THE 31ST DECEMBER, 1898.

YARMOUTH, N.S., 2nd January, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—In accordance with my instructions, I now make my report as Port Warden at Yarmouth, N.S., for the year ending 31st December, 1898.

I have been called on sixteen times for survey on hatches, and vessels arriving damaged; and twice for survey and certificates for seaworthiness.

The net amount of fees received was ninety-four dollars ($94.)

I remain your obedient servant.

EBEN SCOTT,
Port Warden.

APPENDIX No. 44.

EPORT OF THE PORT WARDEN AT CHATHAM, N.B., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

CHATHAM, MIRAMICHI, N.B., 31st DECEMBER, 1898.

. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Inclosed please find copy of surveys held by me at the Port of Chatham, .B., with account of fees collected for same to date.

Navigation is now closed by ice on the Miramichi.

Your obedient servant,

W. MUIRHEAD,
Port Warden.

Memo. of fees received by William Muirhead for service as port warden for the rt of Chatham, New Brunswick, for the year 1898:—

May 16th, SS. "Mantinea"	$10 00
July 16th, SS. "Cimaxca"	15 00
July 16th, barque "Emigrant"	10 00
August 12th, barque "Carita L"	15 00
November 23rd, coal barge "Grandee"	25 00
Total	$75 00

W. MUIRHEAD,
Port Warden.

CHATHAM, N.B., 12th Dec., 1898.

PORT OF CHATHAM, N.B., 16th May, 1898.

At the request of A. I Mulcahy, master of steamer "Mantinea" of the port of erpool, G.B., 1,737 tons, register tonnage, I, William Muirhead, port warden of Port of Chatham, New Brunswick, Dominion of Canada; Captain B. V. Smith, of amer "Ardora" of Liverpool, G.B., and J. M. Ruddick, engineer and shipbuilder Chatham, N.B., proceeded on board said steamer "Mantinea" lying at W. hards' mill wharf, Chatham, for the purpose of holding survey on said vessel, she ving been on the ground on Herring Cove shoal, Miramichi Bay, during dense . On examining said steamer inside in the several compartments, viz., bilges, e and aft on both sides, including engine room bilges, we found the cement in good ndition; also examined outside of hull, decks, &c., and found no perceivable damage; nded the ballast tanks, fore and aft, and found no increase of water during an erval of three hours. We therefore recommend that the said steamer load her rgo of deals at Miramichi and proceed to her port of destination in United Kingdom. e also recommend that the said steamer be docked and further examined at

convenient port. In testimony whereof, we, the undersigned, have set our hands and seals this the 16th day of May, 1898.

WILLIAM MUIRHEAD,
Port Warden.
B. V. SMITH,
Master.
J. M. RUDDICK,
Engineer.

PORT CHATHAM, N.B., 16th July, 1898.

At the request of Thomas Grady, master of the steamship "Cimaxa" of Liverpool, G.B., 2,048 tons register tonnage, I, William Muirhead, port warden of the Port of Chatham, N.B., Joseph M. Ruddick, shipbuilder and machinist, of Chatham, N.B., C. S. Robinson, master of steamship "Anaces" of Greenock, G.B., proceeded to Black Brook, Miramichi River, for the purpose of holding survey on steamship "Repton" of London, England, Stavely, master, the said steamship "Cimaxa," having been in collision with the said steamship "Repton" on 15th of July. We found covering board and top plate on starboard and bow of said steamship "Repton" dented by collision with said steamship "Cimaxa," but nothing to prevent the said "Repton" proceeding on her voyage with cargo of lumber to her port of of destination. And in our opinion the cost of repairs could be done for $75.

WILLIAM MUIRHEAD,
Port Warden.
JOSEPH M. RUDDICK,
Machinist.
CHAS. S. ROBINSON,
Master of SS. "Anaces."

PORT OF CHATHAM, N. B., 16th July, 1898.

At the request of J. Ingusen, master of the Norwegian barque "Emigrant," of the Port of Arendal Norway, I, William Muirhead of Chatham, port warden, and Dudley P. Wells, shipwright, proceeded on board said barque at Chatham. We found said barque making water forward about the stem between upper and lower ports; sounded the pumps and found sixteen and a half inches of water in pump well; sounded again in half an hour and found nineteen inches of water or at the rate of five inches an hour; examined barque on deck and in the hold and could see nothing started or broken.

When cargo was discharged, we again examined the vessel and found a leak at plank ends forward, had been stopped, recaulked, graved and repaired and we found said vessel making little or no water and considered her seaworthy and fit to load her cargo of lumber and proceed to her port of destination.

WILLIAM MUIRHEAD,
Port Warden.
DUDLEY P. WELLS,
Shipwright.

PORT OF CHATHAM, N. B., 22nd July, 1898.

At the request of G. Mezzano, master of the Italian barque "Carita L" of Genoa, "Italy," 875 tons register tonnage," I, William Muirhead, port warden of the Port of Chatham, N.B., and J. J. Brown, master mariner, proceeded on board said barque, lying at anchor in Miramichi River, for the purpose of holding a survey. We found barque listed very much and recommended taking off five flats of deals of deckboard, also to send down fore and main top gallant masts and house mizzen topmast. After this was completed, we held another survey and finding barque more upright and being tight and strong and well found in everything that is required, we recommended the said barque to proceed to her port of destination, viz, Marseilles, France.

WILLIAM MUIRHEAD,
Port Warden.
J. J. BROWN,
Master Mariner.

PORT OF CHATHAM, N. B., 23rd November, 1898.

At the request of W. T. Cook, master of coal barge "Grandee," of St. Johns, Newfoundland, 1262, tons register tonnage, I, William Muirhead, port warden of the Port of Chatham, N.B., and J. J. Brown, master mariner, and surveyor of shipping for American record, proceeded in tug boat "Edith" to "Gordon's Flatts" in Miramichi River for the purpose of holding survey on barge "Grandee," aground on said flats or shoal.

We found two fathoms and three-quarters of water forward, and three fathoms at vessel, lying about 200 yards to the north and of upper spar buoy of Gordons flats, sounded the pumps and found 23 inches of water in pump well, sounded again in half an hour and found no increase of water, the barge lying in an easy position. We recommended discharging cargo of coal into schooners or barges as soon as possible. This work was done, about 250 tons of coal were taken out and on the eleventh day of November, the tug "Mascott" succeeded in towing the said barge off the shoal, and up to Chatham, where she discharged the balance of cargo. On the 23rd November, at the request of W. T. Cook, we, William Muirhead, port warden, and J. J. Brown, master mariner, and surveyor of shipping for American record, went on board said barge "Grandee," sounded the pumps and found barge making half an inch of water an hour, and no sign of having strained or started anything. We therefore recommended the barge to be towed to Louisburg, Cape Breton, or port of destination, as we considered her seaworthy and fit to load a cargo of coal, if required at the aforesaid Port of Louisburg, C.B.

WILLIAM MUIRHEAD,
Port Warden.
J. J. BROWN,
Master Mariner and Surveyor of Shipping.

APPENDIX No. 45.

REPORT OF THE PORT WARDEN AT HOPEWELL CAPE, N.B., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

HOPEWELL CAPE, 12th January, 1899.

The Deputy Minister of Marine and Fisheries,
Ottawa.

DEAR SIR,—Inclosed please find returns for year 1898.
Survey on schooner "Fraulien" and granting certificate, $8.00.

Your obedient servant,

HENRY J. BENNETT,
Port Warden.

APPENDIX No. 46.

REPORT OF THE PORT WARDEN AT MONCTON, N.B., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

MONCTON, N.B., 4th January, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

DEAR SIR,—I have to report that nothing has been done at this port requiring the service of a port warden and therefore my report for the year ending 31st December, 1898, is nil.

Yours very truly,

JAMES HAMILTON,
Port Warden, Port of Moncton, N.B.

APPENDIX No. 47.

REPORT OF THE PORT WARDEN AT ST. ANDREWS, N. B., FOR THE YEAR ENDING, 31st DECEMBER, 1898.

PORT OF SAINT ANDREWS,

January 6th, survey on hatches, schooner "Cobb"	$	2 50
February 8th, " " " "Marion"		2 50
March 21st, " " " "Robert Ewing"		2 50
August 18th, " pilot boat No. 1		1 00
December 27th, " hatches, schooner "B. C. Borden"		2 50
	$	11 00

Sworn before me that this is a correct statement of fees collected for 1898.
J. S. MALONEY, *J.P.*

JOHN WREN,
Port Warden.

APPENDIX No. 48.

F THE PORT WARDEN AT PRINCE EDWARD ISLAND FOR THE YEAR ENDED 31st DECEMBER, 1898.

PORT WARDEN'S OFFICE,
PRINCE EDWARD ISLAND, 31st December, 1898.

ıave the honour to submit my report of the business of my office during

to report that the shipment of grain and other produce has been small th other years owing to the failure of the crops of oats and potatoes. d to report that the vessels loading cargoes under my supervision have rt of destination safely.

I have the honour to be, sir,
Your obedient servant,

H. P. WELSH.

VIES,
of Marine and Fisheries,
Ottawa.

l Expenditure for the Port Warden's Office, Prince Edward Island for the Year, 1898.

Receipts.	Amount.	Date.	Expenditure.	Amount.
	$ cts.	1898.		$ cts.
s derived from grain laden				
essels	125 00		By Expense of office	5 25
rvey on hatches, &c.	3 00		Commission to deputies	44 50
maged goods	3 00		Balance	129 25
rvey on wrecks	35 00			
ıer surveys	13 00			
	179 00			179 00

certify the above to be a correct statement.

H. P. WELSH,
Port Warden.

ɔwn, P.E.I., 31st December, 1898.

APPENDIX No. 49.

REPORT OF THE PORT WARDEN AT VANCOUVER, B.C., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

VANCOUVER, 16th January, 1899.

Hon. Sir L. H. DAVIES,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of submitting to you my annual report as port warden of the Port of Vancouver, B.C., for the year ending on the 31st December, 1898.

Amount received as fees for the surveys of hatches of vessels	$208 00
Surveys of hatches and cargo	64 00
	$272 00

I am your obedient servant,

MALCOLM McLEOD,
Port Warden.

APPENDIX No. 50.

REPORT OF THE PORT WARDEN AT VICTORIA, B.C., FOR THE YEAR ENDED 31ST DECEMBER, 1898.

VICTORIA, B.C., 5th January, 1899.

F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of submitting my annual report as port warden for the Ports of Victoria and Esquimalt, B.C., for the year ending on the 31st day of December, 1898.

Amount of fees received for surveys on the hatches of 26 vessels	$130 00
Amount received for surveys on cargoes, hulls, &c	305 00
Total fees received	$435 00
Rent and expenses of office	70 00
Net receipts	$365 00

I have the honour to be, sir,
Your obedient servant,

CHAS. E. CLARKE,
Port Warden.

APPENDIX No. 51.

List of Certificates of Competency granted to Masters and Mates of Foreig going Vessels, during the year ended 30th June, 1898.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examinatio was passed.
	1897.				
3259	July 15	James C. Carmichael	Master	Pictou, N.S.	Halifax
3260	" 28	F. R. Currier	Mate	Yarmouth, N.S.	Yarmouth
3261	" 29	Amos C. Norris	Master	Maitland, N.S	St. John
3262	" 28	Geo. L. Folkner	"	Berwick, N.S.	Yarmouth
3263	Sept. 3	Bertram Chapman	2nd Mate	Solihull, Eng.	St. John
3364	" 3	Walter S. Morehouse	Mate	Digby, N S.	"
3265	" 3	Angus McEachren	"	Chatham, N.B	"
3266	" 3	Herbert S. Hilton	Master	Yarmouth, N.S	Yarmouth
3267	" 3	A. G. Nicholson	Mate	Liverpool, G.B	"
3268	" 13	Robert Mann	Master	Shetland, Scot	Victoria
3269	" 13	Chas. C. Dixon	Mate	Liverpool, Eng.	"
3270	" 16	Ivor L. Williams	"	South Wales	"
3271	" 16	Geo. A. H. Flynn	"	DesMoines, U.S.A	"
3272	" 17	Geo. S. Powell	2nd Mate	Victoria, B.C	"
3273	" 17	R. D. Williams	"	Carnarvon, S. W	"
3274	" 24	F. K. Harvey	Mate	Cheverie, N.S.	Halifax
3275	" 24	Saml. Schmeisser	"	La Have, N.S	"
3276	" 24	Knowlton Marsters	"	Burlington, N.S	"
3277	" 24	Geo. W. Roberts	Master	Avondale, N.S	"
3278	Oct. 1	Martin J. Hansson	"	St. John, N.B	St. John
3279	" 1	Harris L. Sandford	Mate	Summerville, N.S	"
3280	" 16	J. O. Larochelle	"	St. Michel, Que	Quebec
3281	" 20	M. McD. Morris	Master	Advocate Harbour, N.S.	St. John
3282	" 20	W. J. Breen	Mate	St. John, N.B	"
3283	" 26	D. G. McKenzie	Master	Pictou, N.S.	Halifax
3284	" 27	Ernest P. Dill	Mate	Newport, N.S	"
3285	" 27	F. L. Parsons	"	Victoria, B.C	Victoria
3286	" 27	F. H. Duncan	"	South Wales	"
3287	" 27	F. W. Y. Chapman	Master	Kingsbridge, Eng	"
3288	" 27	W. S. Bready	2nd Mate	Newport, G.B	"
3289	Nov. 15	T. A. Wallace	Mate	St. John, N.B	Halifax
3290	" 15	J. R. Rose	Master	Cheverie, N.S.	"
3291	Dec. 1	James Gillies	Mate	Heyland, Wales	"
3292	" 15	E. A. Burgess	"	Cheverie, N.S.	"
	1898.				
3293	Jan. 7	Joseph Dillon	Mate	St. John, N.B	St. John
3294	" 7	John McManus	Master	"	"
3295	" 7	H. S. Sullivan	"	Toronto, Ont	"
3296	Feb. 16	T. A. Hillgrove	Mate	Parrsboro', N.S.	"
3297	Jan 7	A. W. Howard	"	St. John, N.B	"
3298	" 19	Ivan A. Dernier	Master	Dover, N.B	"
3299	" 19	S. W. Welling	"	Baie Verte, N.B	"
3300	" 19	Byron F. Abbott	Mate	Yarmouth, N.S	Yarmouth
3301	" 19	James A. Harris	Master	"	"
3302	Feb. 16	Luc Pelletier	Mate	L'Islet' Que	Quebec
3303	" 16	E. Corriveau	Master	Quebec	"
3304	" 21	M. J. Davis	2nd Mate	Clifton, N.S	Halifax
3305	" 21	R. W. White	"	Gravesend, Eng.	Victoria
3306	Mar. 17	Frank R. Hawes	"	Sheet Harbour, N.S.	Halifax
3307	" 28	James Bowman	Master	Halifax, N.S	"
3308	" 28	Joseph J. Landry	"	Arichat, N.S	"
3309	" 31	A. Garron	"	Woods Harbour, N.S.	Yarmouth.

ST of Certificaees of Competency granted to Masters and Mates of FOREIGN SEA-GOING VESSELS, &c.—*Concluded.*

Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1898.					$ cts.
10	Mar. 31..	L. Cameron	Mate	Lepreau, N.B	St. John	8 00
11	" 31..	Forbes McD. McIntosh	"	Digby, N.S	"	8 00
12	" 31..	Wm. Rankine Molloy	"	St. John, N.B	"	
13	May 17..	Geo. G. Davis	Master	Clifton, N.S	Halifax	15 00
14	June 4..	J. A. Wallis	Mate	New Zealand	"	8 00
15	" 4..	H. M. Crocker	2nd Mate	Plymouth, G.B	Victoria	8 00
16	" 13..	E. H. Suttis	Master	Halifax, N.S	Halifax	15 00
17	" 13..	W. H. Jewison	2nd Mate	Fallowfield, G.B	Victoria	8 00
18	" 28..	J. L. Read	Mate	Summerside, P.E.I	St. John	8 00
19	" 28..	R. V. Bennett	2nd Mate	Hopewell Cape, N.B	"	8 00
20	" 28..	P. C. Robinson	Master	Hopewell, N.B	"	15 00
21	" 28..	W. E. Ryder	"	Lower Greville, N.S	"	15 00

LIST of Certificates of Service granted to Masters and Mates of INLAND and COASTING Vessels, during the year ended 30th June, 1898.

Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1897.					$ cts.
116	Aug. 12..	John A. Ellis	Master	Fenelon Falls, Ont	Kingston	8 00
117	Sept. 13..	Wm. H. Guy	"	Halifax, N.S	Halifax	8 00
118	Oct. 15..	Michael G. Mosher	Mate	West Jeddore, N.S	"	4 00
	1898.					
119	Jan. 27..	Chas. A. Prigg	Master	Ottawa, Ont	Ottawa	8 00
120	Mar. 17..	John A. McKenzie	"	Plaster Mines, N.S	Halifax	8 00
121	" 25..	Peter Longe	Mate	Southampton, Ont	St. Catharines.	4 00
122	" 30..	Wm. I. Farquhar	Master	Middlefield, N.S	Lunenburg	
123	Apr. 9..	Saml. M. Morwick	"	Parrsboro', N.S	Parrsboro'	8 00
124	" 18..	Wm. Anderson	"	Church Point, N.B	Chatham, N.B	8 00
125	" 18..	Justus Morash	"	Chester, N.S	Lunenburg	8 00
126	" 19..	Wm. Hackett	"	Quebec	Quebec	8 00
127	" 21	Simon Murray	"	Pictou, N.S	Pictou	8 00
128	" 28..	Alonzo D. Oakes	"	Bridgewater, N.S	Lunenburg	8 00
129	May 3..	Husted Moe	"	Nelson, B.C	St. Catharines	8 00
130	" 6..	Geo. H. Couvrette	"	Montreal, Que	Ottawa	8 00
131	" 20..	Daniel Stoddard	"	Yarmouth, N.S	Yarmouth	8 00
132	" 20..	L. J. Odin	"	New Westminster, B.C.	Victoria	8 00
133	" 31..	John McK. Smith	"	Prince Albert, Sask.	Prince Albert, Sask	8 00
134	June 17..	James N. Leeman	"	Smith's Falls, Ont	Ottawa	8 00
135	" 30..	Charles Coalier	Mate	Boucherville, Que	Quebec	4 00

APPENDIX No. 51.

List of Certificates of Competency granted to Masters and Mates of Foreign Sea-going Vessels, during the year ended 30th June, 1898.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1897.					$ cts.
3259	July 15	James C. Carmichael	Master	Pictou, N.S.	Halifax	15 00
3260	" 28	F. R. Currier	Mate	Yarmouth, N.S	Yarmouth	8 00
3261	" 29	Amos C. Norris	Master	Maitland, N.S	St. John	15 00
3262	" 28	Geo. L. Folkner	"	Berwick, N.S.	Yarmouth	15 00
3263	Sept. 3	Bertram Chapman	2nd Mate	Solihull, Eng.	St. John	8 00
3364	" 3	Walter S. Morehouse	Mate	Digby, N S.	"	8 00
3265	" 3	Angus McEachren	"	Chatham, N.B	"	8 00
3266	" 3	Herbert S. Hilton	Master	Yarmouth, N.S	Yarmouth	15 00
3267	" 3	A. G. Nicholson	Mate	Liverpool, G.B	"	8 00
3268	" 13	Robert Mann	Master	Shetland, Scot	Victoria	15 00
3269	" 13	Chas. C. Dixon	Mate	Liverpool, Eng.	"	.....
3270	" 16	Ivor L. Williams.	"	South Wales	"	8 00
3271	" 16	Geo. A. H. Flynn	"	DesMoines, U.S.A	"	8 00
3272	" 17	Geo. S. Powell	2nd Mate	Victoria, B.C	"	8 00
3273	" 17	R. D. Williams	"	Carnarvon, S. W	"	8 00
3274	" 24	F. K. Harvey	Mate	Cheverie, N.S.	Halifax	.....
3275	" 24	Saml. Schmeisser.	"	La Have, N.S	"	8 00
3276	" 24	Knowlton Marsters	"	Burlington, N.S	"	8 00
3277	" 24	Geo. W. Roberts	Master	Avondale, N.S	"	15 00
3278	Oct. 1	Martin J. Hansson	"	St. John, N.B	St. John	15 00
3279	" 1	Harris L. Sandford	Mate	Summerville, N.S	"	8 00
3280	" 16	J. O. Larochelle	"	St. Michel, Que	Quebec	8 00
3281	" 20	M. McD. Morris	Master	Advocate Harbour, N.S.	St. John	.....
3282	" 20	W. J. Breen	Mate	St. John, N.B	"	.....
3283	" 26	D. G. McKenzie	Master	Pictou, N.S.	Halifax	15 00
3284	" 27	Ernest P. Dill	Mate	Newport, N.S	"	8 00
3285	" 27	F. L. Parsons	"	Victoria, B.C	Victoria	8 00
3286	" 27	F. H. Duncan	"	South Wales	"	8 00
3287	" 27	F. W. Y. Chapman	Master	Kingsbridge, Eng	"	15 00
3288	" 27	W. S. Bready	2nd Mate	Newport, G.B	"	8 00
3289	Nov. 15	T. A. Wallace	Mate	St. John, N.B	Halifax	8 00
3290	" 15	J. R. Rose	Master	Cheverie, N.S.	"	15 00
3291	Dec. 1	James Gillies	Mate	Heyland, Wales	"	8 00
3292	" 15	E. A. Burgess	"	Cheverie, N.S.	"	8 00
	1898.					
3293	Jan. 7	Joseph Dillon	Mate	St. John, N.B	St. John	8 00
3294	" 7	John McManus	Master	"	"	15 00
3295	" 7	H. S. Sullivan	"	Toronto, Ont	"	15 00
3296	Feb. 16	T. A. Hillgrove	Mate	Parrsboro', N.S	"	8 00
3297	Jan 7	A. W. Howard	"	St. John, N.B	"	.....
3298	" 19	Ivan A. Dernier	Master	Dover, N.B	"	15 00
3299	" 19	S. W. Welling	"	Baie Verte, N.B	"	15
3300	" 19	Byron F. Abbott	Mate	Yarmouth, N.S	Yarmouth	8
3301	" 19	James A. Harris	Master	"	"	15
3302	Feb. 16	Luc Pelletier	Mate	L'Islet' Que	Quebec	8
3303	" 16	E. Corriveau	Master	Quebec	"	15
3304	" 21	M. J. Davis	2nd Mate	Clifton, N.S	Halifax	8
3305	" 21	R. W. White	"	Gravesend, Eng.	Victoria	8
3306	Mar. 17	Frank R. Hawes	"	Sheet Harbour, N.S.	Halifax	8
3307	" 28	James Bowman	Master	Halifax, N.S	"	15
3308	" 28	Joseph J. Landry	"	Arichat, N.S	"	.....
3309	" 31	A. Garron	"	Woods Harbour, N.S.	Yarmouth	15

ST of Certificaees of Competency granted to Masters and Mates of FOREIGN SEA-GOING VESSELS, &c.—*Concluded.*

	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1898.					$ cts.
0	Mar. 31..	L. Cameron	Mate	Lepreau, N.B	St. John	8 00
1	" 31..	Forbes McD. McIntosh	"	Digby, N.S	"	8 00
2	" 31..	Wm. Rankine Molloy	"	St. John, N.B	"	
3	May 17..	Geo. G. Davis	Master	Clifton, N.S	Halifax	15 00
4	June 4..	J. A. Wallis	Mate	New Zealand	"	8 00
5	" 4..	H. M. Crocker	2nd Mate	Plymouth, G.B	Victoria	8 00
6	" 13..	E. H. Suttis	Master	Halifax, N.S	Halifax	15 00
7	" 13..	W. H. Jewison	2nd Mate	Fallowfield, G.B	Victoria	8 00
8	" 28..	J. L. Read	Mate	Summerside, P.E.I	St. John	8 00
9	" 28..	R. V. Bennett	2nd Mate	Hopewell Cape, N.B	"	8 00
	" 28..	P. C. Robinson	Master	Hopewell, N.B	"	15 00
	" 28..	W. E. Ryder	"	Lower Greville, N.S	"	15 00

ST of Certificates of Service granted to Masters and Mates of INLAND and COASTING Vessels, during the year ended 30th June, 1898.

	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1897.					$ cts.
5	Aug. 12..	John A. Ellis	Master	Fenelon Falls, Ont	Kingston	8 00
	Sept. 13..	Wm. H. Guy	"	Halifax, N.S	Halifax	8 00
8	Oct. 15..	Michael G. Mosher	Mate	West Jeddore, N.S	"	4 00
	1898.					
9	Jan. 27..	Chas. A. Prigg	Master	Ottawa, Ont	Ottawa	8 00
0	Mar. 17..	John A. McKenzie	"	Plaster Mines, N.S	Halifax	8 00
1	" 25..	Peter Longe	Mate	Southampton, Ont	St. Catharines.	4 00
2	" 30..	Wm. I. Farquhar	Master	Middlefield, N.S	Lunenburg	
3	Apr. 9..	Saml. M. Morwick	"	Parrsboro', N.S	Parrsboro'	8 00
4	" 18..	Wm. Anderson	"	Church Point, N.B	Chatham, N.B	8 00
5	" 18..	Justus Morash	"	Chester, N.S	Lunenburg	8 00
6	" 19..	Wm. Hackett	"	Quebec	Quebec	8 00
7	" 21 .	Simon Murray	"	Pictou, N.S	Pictou	8 00
8	" 28..	Alonzo D. Oakes	"	Bridgewater, N.S	Lunenburg	8 00
9	May 3..	Husted Moe	"	Nelson, B.C	St. Catharines	8 00
0	" 6..	Geo. H. Couvrette	"	Montreal, Que	Ottawa	8 00
1	" 20..	Daniel Stoddard	"	Yarmouth, N.S	Yarmouth	8 00
2	" 20..	L. J. Odin	"	New Westminster, B.C.	Victoria	8 00
3	" 31..	John McK. Smith	"	Prince Albert, Sask.	Prince Albert, Sask	8 00
4	June 17..	James N. Leeman	"	Smith's Falls, Ont	Ottawa	8 00
35	" 30..	Charles Coalier	Mate	Boucherville, Que	Quebec	4 00

LIST of Certificates of Competency granted to Masters and Mates of INLAND COASTING VESSELS, during the year ended 30th June, 1898.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.
	1897.				
2166	July 5..	John M. Bell	Master	Stanley Avenue, Ottawa, Ont.	Ottawa
2167	" 6..	Geo. T. Dunn	"	Owen Sound, Ont.	St. Catherin
2168	" 6..	Thomas J. McWhinney	Mate	Kingston, Ont.	Kingston
2169	" 6..	Joseph H. Glass	"	Sarnia, Ont.	St. Catharin
2170	" 7..	Johnny Lavaillee	"	Berthier-en-bas, Que.	Quebec
2171	" 12..	John K. Livingstone	Master	St. John, N.B.	St. John
2172	" 12..	Daniel H. McGauley	"	Little Current, Ont.	"
2173	" 13.	Wm. E. Nesbitt	"	Trail, B.C.	Victoria
2174	" 14..	John Martin	Mate	Peterboro, Ont.	St. Catharin
2175	" 15..	Daniel L. Richardson	"	Deer Island, N.B.	St. John
2176	" 15..	Henry Bell.	Master	Killarney, Ont.	Spanish Riv
2177	" 16.	Wm. Hunter	Mate	Underwood, Ont	St. Catharin
2178	" 16..	Edwd. W. Hickey.	Master	North Sydney, N.S.	Sydney
2179	" 16..	John D. Harris.	"	Garden Island, Ont.	Kingston
2180	" 19..	Joseph Piattie	Mate.	Gravenhurst, Ont.	St. Catharin
2181	" 28..	Joseph G. Haines	Master	Freeport, N.S	St. John
2182	" 30..	John MacDonald	Mate	Goderich, Ont	St. Catharin
2183	Aug. 2..	Chas. A. McIntosh	"	L'Orignal, Ont.	Ottawa
2184	" 2..	C. J. Swartman	Master	Waubaushene, Ont.	St. Catharin
2185	" 10..	Patk. Mulcahey	"	Lindsay, Ont.	Kingston
2186	" 14..	John Finnerty	"	Ottawa, Ont.	Ottawa
2187	" 12..	Donald McD. Robertson	"	Montreal, Que	"
2188	" 12..	David Rumley	"	Meaford, Ont.	St. Catharin
2189	" 12..	James M. Bickell.	"	Gore Bay, Ont.	"
2190	" 16..	Geo. W. Gilley	"	New Westminster, B.C.	Victoria
2191	" 16..	Robt. H. Boyle	Mate.	St. Catharines, Ont.	Kingston
2192	" 19..	Wm. H. White	"	Bridgeworth, Ont.	"
2193	" 19..	R. H. Gardiner	Master	Victoria, B.C.	Victoria
2194	" 21..	John Laplante	"	Massey Station, Ont	Spanish Riv
2195	" 24..	Francis A. Brannen	"	Clarks Harbour, N.S.	Yarmouth
2196	" 24..	Peter McPhail	Mate.	Sarnia, Ont.	St. Catharin
2197	" 24..	Lazare Allard	Master	Carleton, P.Q.	Campbellton
2198	" 24..	Wm. H. Vianen	"	New Westminster, B.C.	N. Westm't
2199	" 30..	John W. Currier	"	Oromocto, N.B.	Fredericton
2200	" 30..	Alex. Solomon.	"	Marksville, Ont.	St. Catharin
2201	" 31..	S. T. Eyre.	Mate	Windsor, Ont.	"
2202	" 31..	Chas. A. Wright	"	Ainsworth, B.C.	Victoria
2203	" 31..	John McLennan	Master	New Westminster, B.C.	V. Westm't
2204	Sept. 1..	Francis M. Yorke	"	Victoria, B.C.	Victoria
2205	" 1..	Wm. Watts	"	Vancouver, B.C	"
2206	" 1..	Chas. F. Dillon.	"	"	"
2207	" 2..	M. Charland	"	Sorel, Que	Sorel
2208	" 2.	Geo. Magar	"	Warnock	N. Westm't
2209	" 3..	Geo. H. Price	"	New Westminster, B.C.	"
2210	" 9..	James Wise	"	"	"
2211	" 9..	Neils N. Bonde	"	Victoria, B.C	Victoria
2212	" 15..	John Walters	"	"	"
2213	" 15..	Fredk. W. Mitchell.	"	Vancouver, B.C	"
2214	" 15.	Geo. F. Benson.	"	Montreal, Que	Ottawa.
2215	" 15..	John E. Peterson	Mate	Windsor, N.S.	Yarmouth
2216	" 15..	C. E. Read	Master,	Pugwash, N.S.	Halifax
2217	" 15..	Edgar P. Strange.	Mate	Cape Travers, P.E.I	"
2218	" 16..	Fred'k. C. A. Clauson	Master	Victoria, B.C	Victoria
2219	" 16..	Albt. W. Pierson.	Mate	Port Milford, Ont.	Kingston
2220	" 16..	Hugh F. Cumming	Master	Cornwall, Ont	Ottawa
2221	" 23..	Elmer Hatfield	"	Windsor, N.S.	St. John
2222	" 23..	James McKinnon.	"	Gabarus, N.S.	Sydney
2223	" 23..	Elbridge M. Dickson.	"	Louisburg, N.S.	"
2224	" 24..	Louis L. Pertus	"	Descousse, N.S.	"
2225	" 24..	Benj. V. Naylor	"	Noyon, Missisquoi, P.Q.	Quebec.
2226	" 28..	Pat'k. Kelly	"	Kippewa, Que	Ottawa
2227	Oct. 1.	Mat Barreau.	"	New Westminster, B.C.	N. Westm't
2228	" 5..	Jacob St. Ours	Mate	St. Angèle de Laval, Que	Quebec.
2229	" 5..	Paul Gendron	Master	Port Sydney, Ont.	Orillia

Statement of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels, in Canadian Waters, and to Canadian Sea-going Vessels, in other Waters, for the twelve months ended 30th June, 1898.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty occurred.	Nature of Casualty. — Cause of Casualty.	Lives lost.	Remarks.
1897.		Y'rs								$
May 17	Annie E. Wright	12	Dorchester, N.B.	Ship, wood, sail	1763	Hopewell Cape, N.B., to Liverpool.	Grindstone Island.....	Stranded, bad weather ..	....	Total loss, 10,000 Cargo, 11,000
" 4	Arthur M. Gibson	7	St. John, N.B	" ..	317	Florida to Halifax	Near Liverpool N.S..	" thick fog.....	....	Partial loss, 5,000
June 10	A. G. Heisler....	10	Lunenburg, N.S.	" ..	95·72	Newcastle to New York	Near Cape Cod, N.S..	" heavy gale....	....	Total loss, 3,000 Cargo, 1,000
Aug. 25	A. C. Whitney...	26	Halifax, N.S..	Steamer, wood	41	Halifax to Shediac, N.B	Graham's Shoal, near Pictou Harbour, N.S	" thick weather..	....	Partial loss, 1,000
June 22	Angus McDonald	6	Victoria, B.C.	Schr., wood, sail.	107	Victoria, B.C., to Japan	Japan.....	.....	...	Total loss, 2,000
Sept. —	Assyria.....	10	St. John, N.B	Barque, wood, sail.	1098	Greenock to Rio Janeiro.	Near Bakra, Brazil....	.....	....	" 25,000 Cargo, 4,882
Aug. 12	Ardonmhor.....	10	Glasgow.....	Schooner, steel, steamer.	1338	Liverpool to New Brunswick.	Cape Sable Island, N.S	Stranded, ran on Island..	....	Partial loss, extent of damage not reported.
Oct. 1	Ailsacraig.....	8	"	" ..	2166	Algiers to Montreal....	Near Lingan Coal Point, C.B., N.S.	"	....	" "
April 16	Arvadia.....	New	Hamburg	Steel, steamer.	3481	Montreal to Hamburg.	Red Rocks, Newfound'd	" dense fog.....	....	Extent of damage not reported.
Nov. —	Angelique.....	27	Halifax, N.S..	Schr, wood, sail.	20	Marble Mountain to Sydney, C.B.	Grand Narrows Bridge, C.B.	"	....	Total loss, 500 Cargo, 200
Sept. 10	Avalon.....	9	Windsor, N.S.	" ..	.....	St. John, N.B., to Sydney, C.B.	Green Island, near Cape Sable, N.S.	" in a storm ...	....	Partial loss, 1,500
Nov. 10	A. T. Gifford....	13	(American)...	" ..	82	Gloucester, Mass.....	Off Coffin Island, Liverpool, N.S.	Sudden squall.....	....	" 1,000
" 7	Avon.....	4	Lunenburg, N.S.	" ..	49	Pirate Harbour to Port Mulgrave.	Near Strait of Canso, N.S.	Stranded.....	....	" 200
" 1	Ava	4	Parrsboro, N.S	" ..	99	Five Islands, N.S. to Boston.	Near Cape Ann, N.S..	Collision	....	" 1,000
" 21	Albert P.....	5	Sydney, C.B., N.S.	" ..	59	Vernon River Bridge, to Halifax, N.S.	Arichat Harbour, C.B., N.S.	Stranded.....	....	" 500

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1898.					$ cts.
2293	Feb. 22	Ronald McDonald	Master	Dartmouth, N.S.	Halifax	15 00
2294	" 22	James Nowlan	Mate	Chatham, N.B.	St. John	6 00
2295	" 24	F. L. Robinson	Master	St. John, N.B.	"	15 00
2296	" 25	Joseph Angers	"	Ste. Anne de la Pérade, Q.	Quebec	15 00
2297	" 26	James Ivany	"	Vancouver, B.C.	N. Westm'ter	15 00
2298	" 26	E. H. Lewis	Master	Yarmouth, N.S.	Yarmouth	15 00
2299	" 28	Joseph Jean	Mate	St. Jean, Que.	Kingston	6 00
2300	Mar. 1	Freeman Lewis	"	Main-a-Dieu, N.S.	Sydney	6 00
2301	" 1	James A. Martell	Master	"	"	15 00
2302	" 1	Lawrence Willett	"	"	"	15 00
2303	" 4	D. L. Richardson	"	Deer Island, N.B.	St. John	15 00
2304	" 4	W. M. Tufford	Mate	Burlington, Ont.	St. Catharines	6 00
2305	" 9	Geo. P. Stitt	Master	Cardinal, Ont	Kingston	15 00
2306	" 9	Joseph Goulet	"	Sorel, Que.	Quebec	15 00
2307	" 9	Walter H. Taylor	Mate	Alport, Ont.	St. Catharines	6 00
2308	" 9	David Lalonde	Master	Montreal, Que.	Quebec	15 00
2309	" 11	Thos. L. Flannery	Mate	Thorold, Ont.	St. Catharines	6 00
2310	" 11	John A. McLennan	Master	New Westminster, B.C.	Victoria	15 00
2311	" 11	Charles A. Gardner	"	"	"	15 00
2312	" 11	Edward H. Allen	"	"	"	15 00
2313	" 11	Wm. E. Holmes	"	Victoria, B.C	"	15 00
2314	" 11	Neil Jamieson	Mate	"	"	6 00
2315	" 11	Rupert Cox	Master	"	"	15 00
2316	" 11	Réné Dupuis	Mate	New Westminster, B.C.	"	6 00
2317	" 11	Samuel Putnam	"	Napanee, Ont	Kingston	6 00
2318	" 16	Alphonse Renaut	Master	Montreal, Que.	Quebec	15 00
2319	" 16	Conrad Myers	Mate	Kaslo, B.C.	Victoria	6 00
2320	" 16	Frank H. Hawes	Master	Sheet Harbour, N.S.	Halifax	15 00
2321	" 17	Arthur Toupin	"	Champlain, Que.	Quebec	15 00
2322	" 17	Clarence H. DeBeck	"	New Westminster, B.C.	Victoria	15 00
2323	" 18	Charles E. Phelix	"	Garden Island, Ont.	Kingston	15 00
2324	" 19	Robert Siddell	Mate	"	"	6 00
2325	" 23	Robert A. Shankle	Master	East Middle LaHave, N.S	Lunenburg	15 00
2326	" 23	James Garvin	"	Aultsville, Ont.	Ottawa	15 00
2327	" 25	Napoleon Miron	"	Trenton, Ont	Kingston	15 00
2328	" 25	Andrew W. Haslett	"	St. John, N.B.	St. John	15 00
2329	" 25	X. Desgroseilliers	"	St. Timothy, Que.	Quebec	.....
2330	" 26	Harry H. Robinson	"	Parrsboro, N.S.	St. John	15 00
2331	" 28	Melvin Osborn	"	Toronto, Ont.	St. Catharines	15 00
2332	" 29	Robert W. Robinson	"	St. John, N.B.	St. John	15 00
2333	" 29	Frem Torangeau	Mate	Buckingham, Que.	Ottawa	6 00
2334	" 29	Dawson Ross	Master	Bridgewater, N.S.	Lunenburg	15 00
2335	" 30	Thos. O'Leary	"	Salmon, River, N.S.	Halifax	15 00
2336	" 30	Leon Lemay	"	St. Jean des Chaillons, Q.	Quebec	15 00
2337	" 30	Narcisse Lafrance	"	Montreal, Que.	"	15 00
2338	" 30	Chas. Dionne	"	Belliveau's Cove, N.S.	Yarmouth	15 00
2339	April 4	Philippe Croteau	"	L'Eclairville, Que.	Quebec	15 00
2340	" 6	Ernest A. Hatfield	Mate	Port Greville, N.S.	St. John, N.B.	6 00
2341	" 6	Xavier Mallette	Master	Rigaud, Que.	Quebec	15 00
2342	" 6	Joseph Mongrain	Mate	Champlain, Que.	"	6 00
2343	" 6	Daniel L. Rafuse	"	Bridgewater, N.S.	Halifax	6 00
2344	" 7	Thos. W. Black	"	Pembroke, Ont.	Ottawa	6 00
2345	Mar. 5	Theo. Simpson	Master	L'Islet, Ont	Quebec	15 00
2346	April 13	James Henderson	"	Norman, Ont.	Rat Portage	15 00
2347	" 13	Wm. L. Jackman	"	Rat Portage, Ont.	"	15 00
2348	" 13	John Redpath	"	Norman, Ont	"	15 00
2349	" 21	Nelson Empey	"	Farran's Point, Ont.	Kingston	15 00
2350	" 13	Wm. C. Huggins	"	Rat Portage, Ont.	Rat Portage	15 00
2351	" 13	Edward Bellefeuille	"	"	"	15 00
2352	" 13	Hector J. Davis	"	Norman, Ont	"	15 00
2353	" 13	Levi Bellefeuille	"	Rat Portage, Ont.	"	15 00
2354	" 13	Arthur Derry	"	"	"	15 00
2355	" 13	Joseph Shouldice	"	"	"	15 00
2356	" 13	James V. Wilkinson	"	"	"	15 00
2357	" 13	John E. Hutson	"	"	"	15 00
2358	" 14	Geo. N. Depencier	"	Kemptville, Ont.	Ottawa	15 00

of Certificates of Competency granted to Masters and Mastes of INLAND and COASTING Vessels, &c.—*Continued.*

Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
1898.					$ cts.
pril 18..	J. J. Embree	Mate	New Westminster, B.C.	Victoria	6 00
" 18..	Chas. O. Griswold	Master	Nelson, B.C.	"	15 00
" 18..	Luke McGrath	"	Victoria, B.C	"	15 00
" 16..	John J. Whiteley	"	"	"	15 00
" 16..	Peter M. Land	"	Nanaimo, B.C	"	15 00
" 16..	John J. Campbell	"	Victoria, B.C	Victoria	15 00
" 15..	Emeril Larocque	Mate	Ottawa	Ottawa	6 00
" 15..	Peter S. Allen	"	Douglas Harbour, N.B	St. John	6 00
" 15..	James N. Foote	"	Owen Sound, Ont.	St. Catharines.	6 00
" 15..	Alex. Paterson	Master	Norman, Ont.	Rat Portage	...
" 15..	Lazare Allard	"	Carleton, Que.	Quebec	15 00
" 15..	Thos. Manson	Mate	Victoria, B.C	Victoria	6 00
" 16..	Robt. A. Hunter	"	"	"	6 00
" 16..	Herold E. Foster	Master	Kamloops, B.C	"	15 00
" 16..	Thos. Whelan	"	Victoria, B.C	"	15 00
" 21..	Joseph Bowie	"	Guysboro', N.S.	Halifax	15 00
" 22..	Chas. H. Probert	"	Halifax, N.S.	"	15 00
" 22..	Benj. McDonald	"	Cardinal, Ont	Kingston	15 00
" 22..	John S. Thorn	"	Quebec	Quebec	15 00
" 22..	James Garvie	Mate	Kemble, Ont.	St. Catharines.	6 00
" 26..	John Wm. S. Rutherford	Master	Spry, Ont	"	15 00
" 26..	Wm. McEachren	"	Chatham, N.B	Halifax	15 00
" 26..	Arthur B. Bray	"	Hopewell Cape, N.B	St. John	15 00
" 27..	Hume B. Babington	"	Vancouver, B.C.	Victoria	15 00
" 28..	John Wm. Shannon	"	Prince Albert, Sask	Pr. Albert, Sas.	15 00
" 28..	Peter Mowat	"	" "	"	15 09
" 28..	Richard Deacon	"	" "	"	15 00
ay 2..	Oliver Angers	Mate	Ste. Anne de Bellevue	Ottawa	6 00
" 4..	Ernest A. Johson	"	L'Orignal, Ont	"	6 00
" 4..	Martin Jonason	Master	Montreal River, Ont	"	15 00
" 4..	Geo. A. McMenemy	"	Bruce Mines, Ont.	St. Catharines.	15 00
" 5..	Joseph Lambert	"	St. Antoine de Lotbinière, Que	Quebec	15 00
" 5..	John F. Bridges	"	Gagetown, N.B	St. John	15 00
" 5..	Paul Dusome	"	Penetanguishene, Ont.	St. Catharines.	15 00
" 16..	George Gaisford	"	Vancouver, B.C.	Victoria	15 00
" 14..	Neils Johan Larsen	"	New Westminster, B.C.	"	15 00
" 16..	John A. Gilbertson	"	Beaverton, Ont.	St. Catharines.	15 00
" 16..	Alphonse Bernier	"	St. Joseph, Lévis, Que.	Quebec	15 00
" 16..	Chas. A. McIntosh	"	L'Orignal, Ont.	Ottawa	15 00
" 16..	Joseph H. Eldridge	"	Yarmouth, N.S.	Yarmouth	...
" 16..	Sydney W. Chapman	"	Kingston, Ont	Kingston	15 00
" 16..	Alonzo Coburn	Mate	Summerville, N.S.	Yarmouth	6 00
" 16..	Joseph Fitzgerald	Master	Quebec	Quebec	15 00
" 16..	Walter V. McGannon	"	Prescott, Ont.	Kingston	15 00
" 17..	Peter H. Gosler	"	Halifax, N.S.	Halifax	15 00
" 17..	Wm. Abel	"	Port Dalhousie, Ont.	St. Catharines.	15 00
" 17..	John Martin	"	Dartmouth, N.S	Halifax.	15 00
" 18..	Chas. J. Campbell	Mate	Baddeck, C.B., N.S.	Sydney	6 00
" 18..	Joseph D. Boisvert	Master	Ste. Croix, Que	Quebec	15 00
" 18..	Frank B. Ely	Mate	Wiarton, Ont.	St. Catharines.	6 00
" 18..	Angus A. Mackenzie	Master	"	"	15 00
" 18..	Frank German	"	Parry Sound, Ont.	"	15 00
" 20..	Albert Seney	"	"	"	15 00
" 20..	Wm. H. Hall	Mate	"	"	6 00
" 20..	Francis J. Waugh	Master	Lion's Head, Ont.	"	15 00
" 20..	Napoleon Gagnon	Mate	Lévis, Que	Quebec	6 00
" 20..	J. Everingham	Master	Parry Sound, Ont.	St. Catharines.	15 00
" 20..	Jesse M. Cowper	"	New Westminster, B.C.	Victoria	15 00
" 20..	Edwd. B. Rhoda	"	Victoria, B.C	"	15 00
" 20..	Henry Parsons	Mate	"	"	6 00
" 20..	John H. Haake	Master	"	"	15 00
" 20..	Wm. T. Bragg	"	"	"	15 00
" 23..	Willoughby Ley	"	Main à Dieu, N.S.	Sydney	15 00
" 25..	Albert Stiles	"	Thurso, Que	Ottawa	15 00

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty. — Cause of Casualty.	Lives lost.	Remarks.
1897.										$
Oct. ..	Eugenia	17	Quebec.	Schr., wood, sail.	196	St. Pierre, M. I., to Sydney, N.S.	Lingan Bay, C.B., N.S.	Went ashore.....	....	Total loss, amount of damage not reported.
.....	Eleanor.	8	Shields.....	Schr., iron, st'm	1239	Liverpool to Quebec...	Bird Island, River St. Lawrence.	....	....	Extent of damage not reported.
.....	Evangeline.....	27	Halifax, N.S..	Brig, wood, sail.	...	Halifax to Kingsport..	Minas Basin, N.S.....	Old age.....	....	Total loss, amount of damage not reported.
Nov. 2 1898.	Enterprise. ...	6	Moncton, N.B	Bktn., wood, sail.	499	Hillsboro, N.B., to Holyhead.	On the rocks, entrance to Beaver Harbour, N.B.	Stranded.....	....	Partial loss, 450
May ..	Ellen M. Mitchell	24	Machias, N.S.	Schr., wood, sail.	335	Jonesport, Me., to Parrsboro', N.S.	Parrsboro'River, Minas Basin, N.S.	Damaged while loading..	...	" 700
June 12 1897.	Edgar T. Richards	8	Lunenburg, N.S.	" ..	55·31	Bridgewater, N.S., to Lunenburg.	Cape Breton Coast....	.....	....	Total loss, $1,500 Cargo, 74
Nov. 12	Eldon C.....	20	Barrington, N.S.	" ..	27	Shelburne to Port Latour.	Port Latour Harbour, N.S.	Stranded.....	....	Partial loss, 100
Dec. ..	Ella May.....	9	St. John, N.B.	" ..	96	New York to Wolfville, N.S.	Off Hyannis, U.S.A...	Heavy gale.....	....	" 450
. .... 1897.	Ellen Eliza ...	28	Arichat, N.S.	" ..	21	Fishing	Gabarus, N.S.....	Stranded..... ..	....	Total loss, amount of damage not reported.
July 13	Florence.....	11	Halifax, N.S..	" ..	89	Paspebiac to Boston...	Near Cape Ann, U.S.A	....	....	Partial loss, 500
Sept. .. 1898.	Favonius.....	14	St. John, N.B.	Ship, wood, sail	146	Pensacola to Rio Janerio.	18 miles off Pensacola Lighthouse, Gulf of Mexico.	Fire.....	....	Total loss, 40,000
June 22	Forest King. ..	21	Windsor, N.S.	" ..	1533	Rio Janerio to Parrsboro'.	West Bay, N.S.....	Got in collision while being towed.	....	Partial loss, 200
1897.	.. White ..	....	Parrsboro, N.S	Schr., wood, sail.	...	Advocate, N.S., to Herring Cove.	Advocate Bay, Bay of Fundy.	Stranded.....	....	" 300

			N.S.			Blomidon.	don, N.S.			
" 10	Gleaner.	17	" ..	Ship, wood, sail.	96	Parrsboro', N.S., to United States.	Bay of Fundy, near St. John Harbour.	Vessel damaged, heavy gale.	....	Partial loss, 100
1898.										
Jan. 1	Gerona..	8	Dundee.	Steel, steamer.	2035	Portland, Me., to London.	Near Seal Island Light, N.S.	Stranded.....	....	Total loss, amount of damage not reported.
1897.										
Nov. 13	Gleaner.....	19	Parrsboro', N.S.	Schr., wood, sail.	14	In port at Cheverie, N.S.	Cheverie, N.S.... . ..	Wrecked, heavy gale....	....	Total loss, 150
1898.										
Mar. 25	Gladys..... ..	16	St. John, N.B.	" ..	148	Annapolis, N.S., to New York.	Found 10 miles off Digby Light.	It is supposed that the vessel capsized.	5	" 3,000 Cargo, 450
" 31	Genius.....	10	Annapolis, N.S	" ..	99	Bridgetown to Boston.	About 7 miles east of Cape Ann.	Sprung a leak.	...	Partial loss, 2,000 Cargo, 700
June 14	Gypsum Princess	6	Windsor, N.S.	" ..	664	Windsor to New York.	4 miles east of Nantucket Lightship.	Vessel ran into by a German steamer and sank immediately.	6	Total loss, 25,000 Cargo, 1,100
" 9	Gypsum Emperor	6	" ..	" ..	695	New York to Windsor, N.S.	Cape Split, Minas Basin, N.S.	Struck a rock.....	....	Partial loss, 1,000
" 14	Grecian Bend ...	25	" ..	" ..	187	Cheverie, N.S., to Calais, U.S.	Old Orchard, Me.....	Vessel sprang a leak.....	...	Total loss, 1,500 Cargo, 300
1897.										
Feb. 11	Harry.....	5	Parrsboro', N.S.	" ..	422	New York to Yarmouth.	Cat Rock, Yarmouth, N.S.	Stranded.....	....	Partial loss, 1,670
July 22	Halifax City....	3	West Hartlepool.	Schr., steel, screw.	1377	London to St. John, N.B.	S.W. of Manawagnish, 7 miles from St. John.	"	....	Partial loss, extent of damage not reported.
" —	Hygeia..... ..	11	Quebec.... .	" ..	39	Ran as ferry boat in North Sydney Harbour.	North Sydney Harbour	Fire.....	....	Partial loss, 1,500
Nov. 5	Hilda Maud. . ..	6	Lunenburg, N.S.	Schr., wood, sail.	37	Vessel anchored at Little River, C.B., N.S.	Dragged anchors and went on the rocks.	Stranded..	....	" 200
Dec. 27	Heather Bell ..	7	St. John, N.B.	" ..	99	Boston to St. John....	Foller's Rock, 3 miles off Seguin Light.	"	..	Total loss, 3,000
1898.										
Jan. 24	Howard D. Troop	1	" ..	" ..	69	St. John, cruising.....	South side Black Point, Partridge Island, Bay of Fundy.	" compass out of order.	....	Partial loss, 1,500
Feb. 27	Hattie McKay...	2	Parrsboro', N.S.	" ..	73	St. John to Parrsboro', N.S.	Black River, N.B.....	"	....	" 1,250 Cargo, 1,500
April 8	H. B. Homan ...	10	St. John, N.B.	Schr., wood, sail.	10	Macoris to New York.	Off Cape Hatteras.....	Damaged, hurricane. ...	...	Partial loss, 1,600
1897.										
.....	Herbert Rice...	9¼	Weymouth, N.S.	" ..	149	Weymouth to Barbadoes.	Sandy Cove, Digby Co., N.S.	" a gale of wind.	....	" 2,000

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty. — Cause of Casualty.	Lives lost.	Remarks.
1897.										$
Feb. 1	Annie Harper....	15	St. John, N.B	Schr., wood, sail.	93	Boston to St. John, N.B	Inner Harbour, Salem, Mass.	Collision, big storm	....	Partial loss, 400
" 20	Asia	14	" ..	Ship, wood, sail	1398	Manila to Boston	Nantucket Shoals.....	Stranded "	....	Total loss, 25,000
April 22	Ann Eliza.	38	Digby, N.S...	Schr., wood, sail.	62·19	Digby, N.S., to Belliveau's Cove.	Church Point Bar, St. Mary's Bay, Digby Co., N.S.	" thick fog.....	....	Partial loss, 300
Mar. 13	Atlanta..	15	Halifax, N.S..	" ..	94	Louisburg, C.B., to Yarmouth, N.S.	Between Barie St. Joseph and Liscomb.	Ran on the rocks.....	....	Total loss, amount of damage not reported.
Aug. 28	Bydgo	....	Norway	Barque, wood, sail.	496	Shediac, N.B., to Cardiff, G.B.	Off Cape North, C.B., N.S.	Collision.....	....	Partial loss, 520
Oct. 7	Beatrice.....	14	Halifax, N.S..	Schr., wood, sail.	79	Gaspé to Halifax.....	Portage Island, Miramichi Bay, N.B.	Stranded.....	....	Total loss, 1,600
1898.										
Feb. 4	B. C. Borden....	4	Parrsboro, N.S	" ..	385	Port Greville.....	Cutler, Me., U.S.. ...	"	....	Partial loss, 2,000
1897.										
June 23	China....	....	Norway.	Barque, wood, sail.	718	Parrsboro', N.S., to Dublin.	Minas Channel, N.S .	"	....	Total loss, 5,000 Cargo, 2,000
May 30	Corsica	20	.....	Schr., wood, sail.	78	Sydney, N.S., to St. Pierre.	S.W. point St. Pierre..	" thick fog	....	Total loss, 1,000 Cargo, 250
Oct. 19	Clarine.....	21	St. John, N.B.	" .	.....	St. John to Boston...	Little Rock, Cutler, Me	" struck by squall	....	Partial loss, 200
.....	C. S. Parnell....	....	Quebec.	Tug, wood, st'm	9	Quebec.....	....	Fire.....	.. .	" 300
.....	Cilurnum.....	16	Newcastle, G.B.	Iron, steam...	1370	....	Capt. Roche, St. Lawrence River.	Stranded.....	....	Partial loss, extent of damage not reported.
Nov. 8	City of Nanaimo.	6	Victoria, B.C.	Sloop, wood, steam.	761	Victoria to Nanaimo..	False Narrows, B.C...	"	...	Partial loss, 500
Oct. 17	Clara Jane....	17	St. John's, Nfld.	Schr., wood, sail.	61	Richibucto to Tracadie	Mira Bay, near Portage Island light, N.B.	"	....	" 150
Nov. 21	Ceto	8	Pictou, N.S..	" ..	99	Louisburg to Charlottetown.	Eastern Reef of Cape John, N S.	" snowstorm.....	....	" 1,000

				sail.			rence.			of damage not reported.
May 4	Louisburg.....	16	Montreal....	Schooner, iron, steam.	1182	Louisburg to Montreal.	St. Lawrence River ...	"	....	Extent of damage not reported.
Oct. 24	Lida and Lizzie..	32	Halifax, N.S..	Schr., wood, sail.	56	Halifax.	Gulf of St. Lawrence..	"	....	Total loss, 1,700 Cargo, 800
May 29	Louisa J. Selig ..	13	Lunenburg, N.S.	" " ..	99·24	Halifax, fishing. ..	" " ..	" ice and strong current.	....	Total loss. Amount of damage not reported.
Nov. 9	Lizzie Poor.....	21	Parrsboro, N.S	" " ..	49	Parrsboro to St. John .	In the Beacon Eddy, St. John Harbour, N.B.	" big gale	. ..	Total loss, 400
" 1	Leigh J.	5	Chatham.....	" " ..	34	Pictou to Chatham....	Buctouche Bar, N.B..	"	....	Partial loss, 500 Cargo, 50
May —	Loughrigg Holme	6	(American)....	Schooner, steel, sail.	1317	Glasgow to Quebec....	Gulf of St. Lawrence..	" struck the ice..	....	Extent of damage not reported.
Nov. 29	Larnica	19	Windsor, N.S.	Ship, wood, sail.	1403	St. John, N.B.....	.....	Big gale.....	....	Total loss, 14,000
1898.										
Feb. 1	Lucille..	7	(American)....	Schr., wood, steam.	100	Gloucester, Mass.. ...	Hubbard's Cove, N.S..	Stranded; parted her chain.	....	Partial loss, 2,500
April 28	Lewanika	4	Parrsboro, N.S	" " ..	298	Port Greville to New York.	Off Cape Cod, N.S....	Struck on a bar.....	...	" 100
Mar. 23	Latona.....	12	Lunenburg, N.S.	" " ..	96·99	Lunenburg to Porto Rico.	In the port of Arecito, P.R.	Stranded.....	....	Total loss, 3,500
May 2	Lightning.	35	St. John, N.B.	" " ..	38	St. John Harbour.....	St. John Harbour. ...	Damaged while coming into the harbour from cruising in the bay.	....	Partial loss, 200
July 4	La Bourgoyne ...	33	French..	Steamer.....	. ..	New York to Havre...	Sixty miles south of Sable Island.	Collision; running at too high rate of speed in the fog.	562	Total loss. Amount of damage not reported.
1897.										
Mar. 6	May	23	Lunenburg, N.S.	Brig, wood, sail.	148·17	Turk's Island to Lunenburg.	Kingsbury Reef, N.S..	Stranded.....	....	Total loss, 500
May 6	Myrtle M.....	6	Parrsboro', N.S.	Schr., wood, sail.	121	....	South entrance to Madagascar.	Stranded.....	....	Total loss, 4,000
July 27	Mersey Belle....	14	Liverpool	Bgtn., wood, sail.	.....	Boston to Philadelphia	Near Cape May, Delaware, U.S.	.....	....	" 500
Sept. —	Mondena..	23	Windsor, N.S.	Schr., wood, sail.	723	Windsor to New York.	St. Croix River, N.S..	Caught on a bar.....	....	Partial loss, 2,500 Cargo, 450
June 27	Manzanilla.....	19	Parrsboro,' N.S.	" ..	89	Musquash, N.B., to Rockland, Me.	Near Machias Island, Me.	Collision..... .	....	Partial loss, 225
Oct. 17	Maitland..... .	20	Yarmouth, N.S.	" ..	44	Port Greville to St. John	Bay of Fundy.....	Damaged by gale.	....	" 140
Aug. 17	May Queen.....	19	Chatham, N.B	" ..	22	Malpeque, P.E.I., fishing.	New London Harbour, P.E.I.	Stranded..... ..	....	Total loss, 250 Cargo, 50

STATEMENT of Wrecks and Casualties reported as having occured to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

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1897.		Yrs								$
.....	Maggie.	5	(British).	Schr., wood, sail.	.....	Louisburg to P.E.I....	Strait of Canso, N.S ..	Strong tide cause of casualty.	..	Total loss, 500
Nov. 3	Maggie Smith. ..	16	Lunenburg, N.S.	" ..	83	Gaspé, Que., to Halifax. N.S.	St. Lawrence River...	Damaged in heavy gale..	....	Partial loss, 175
" 20	Marion.....	2	St. John, N.B.	" ..	124	New York to St. John.	Halfway Rock, 8 miles east of Portland, Me.	Collision.....	...	" 500
Dec. 20	Marguerite... .	5	" ..	" ..	98	Harvey, N.B., to New York.	Beverley Har., Mass..	Burned.....	....	Total loss, 3,500 Cargo, 800
" 19	Maiden City	...	" ..	Barque, wood, sail.	771	Sydney, C.B., to St. John, N.B.	Foul ground, St. John Harbour, N.B.	Stranded..... . ..	...	Partial loss, 500
Oct. 22	Madras..... .	12	" ..	Ship, wood, sail.	1739	St. John, N.B., to Sharpness.	On the rocks at Sharpness.	"	....	Total loss, 25,000
1898.										
Jan. 29	Mayflower.....	8	Lunenburg, N.S.	Steamer, wood	2·99	Lockeport to Port Mouton.	Coast of Nova Scotia..	"	....	" 600
April 4	Marlborough	35	Windsor, N.S.	Ship, wood, sail.	1383	St. John to Sharpness.	North Atlantic.....	Sprang a leak, rough weather.	....	" 9,000
May 7	Mary George....	16	St. John, N.B.	Schr., wood, sail.	95	New Haven to New York.	East side Hart's Point, City Island, N.Y.	Stranded.....	....	" 1,000
1897.										
Oct. 13	Maria Casapona.	26	Italian. . . .	Barque. . . .	624	Miramichi, N.B., to Spain.	S.W. Point St. Paul Island.	Struck on a rock	....	Total loss, amount of loss not reported.
1898.										
July -	Marquis of Dufferin.	new	Vancouver, B.C.	Schr., wood, steam.	374	Vancouver, to St. Michael, Alaska.	Carmanah Point, Vancouver, B.C.	Went to pieces while being towed.	....	Total loss, 35,000
.....	Minnie Louise...	...	Arichat.	Schr., wood, sail.	68	Boston.....	Between St. Pierre and Cape Breton.	Supposed to have foundered.	....	" 400
July 24	Nancy Anna	3	Parrsboro',	" ..	35	Parrsboro' to West Bay	Parrsboro' River, N.S.	Stranded.....	....	Partial loss, 100 Cargo, 50

				sail.			Lawrence.			age not reported.	
.....	Nicosian.....	....	Leith	Schr., iron....	848	Newport to Quebec....	Atlantic Ocean.....	" dense fog.. ...	....	Partial loss, extent of damage not reported.	
Dec. — 1897.	Nakusp.....	2	New Westminster, B.C.	Steamer, wood	831·83	....	Arrow Lake, B.C.	Burned.....	....	Total loss, am't of damage not reported.	
Nov. — 1898.	Oriole	13	St. John, N.B.	Schr., wood, sail.	124	River Hebert, N.S. to New York.	Off Quaco, St. John Co., N.B.	Damaged; heavy gale...	....	Partial loss,	160
Mar. 30 1897.	Olivette.....	2	Lunenburg, N.S.	" ..	99·77	Lunenburg to Halifax.	Mouth of Halifax Harbour, N.S.	Stranded; error in judgment.	...	Total loss, Cargo,	4,500 2,500
Aug. 8	Proditor	20	Halifax, N.S..	Schr., wood, sail.	54	Halifax to Cheticamp..	Mabou Mouth, N.S....	Stranded.....	....	Total loss,	700
Oct. 17 1898.	Primrose.....	14	Parrsboro', N.S.	" ..	16	Windsor, N.S. to Cheverie, N.S.	Minas Basin, N.S.	Parted moorings and went ashore.	....	"	100
April —	Philomond.....	4	St. Pierre.....	" ..	49	St. Pierre to Louisburg.	Cape Breton Coast....	Wind, fog and ice.....	....	" Cargo,	6,000 1,000
July 10 1897.	Parkslands.....	3	West Hartlepool, G.B.	Schr., steel, steamer.	1,627	Boston to Parrsboro' N.S.	On Black Rock Beach, N.S.	Stranded; thick fog.....	....	Partial loss,	3,000
Nov. 13	Quickstep.....	8	Gloucester, Mass.	Schr., wood, sail.	76	Gloucester, Mass., to Canso, N.S.	Struck on ledge Cape Canso.	Stranded; struck on the ledge.	....	"	300
July 23	Rothiemay.....	16	St. John, N.B.	Barque, wood, sail.	1,219	Philadelphia to St. John, N.B.	Cape Spencer, N.B....	Stranded.....	....	Total loss,	1,500
" 21	R. L. Dewis ...	6	Parrsboro', N.S.	Schr., wood, sail.	325	Edgewater, U.S., to Halifax, N.S.	Vineyard Shoals, U.S.	Collision.....	....	" Cargo,	10,000 2,500
Nov. 10	Susannah R....	15	Parrsboro, N.S	" " ..	43	Windsor to Parrsboro..	East Bay, Parrsboro, N.S.	Vessel parted chains and went ashore.	....	Total loss,	400
" 14	Sirius.....	12	Charlottetown P.E.I.	Bgtn., wood, sail.	115	Halifax to P.E. Island.	Pictou Island, N.S....	Ran ashore; strong wind.	....	"	1,000
Dec. 19	Severn.....	13	Windsor, N.S.	Schr., wood, sail.	246	St. John to New York.	Bay of Fundy	Collision	...	Partial loss,	200
Nov. 12	Sarah Alice	....	Quebec.....	Bgtn., wood, sail.	188	Montreal to New Carlisle.	Bay de Chaleur.	Stranded	1	Total loss. Amount of loss not reported.	
Dec. 7 1898.	Scud	....	Boston	Brig, wood, sail.	300	Lunenburg, N.S., to Rockland, Me.	South side St. Peter's Bay, C.B., N.S.	"	....	Total loss. Amount of loss not reported.	
Feb. 16	Steinvora.....	23	Pictou, N.S...	Schr., wood, sail.	1099	Mobile to Liverpool...	Atlantic Ocean	Damaged; heavy weather	...	Partial loss. Extent of damage not reported.	
June 15	Susie Pearl ..	11	St. John, N.B.	" " ..	75	Salmon River, N.B., to Vineyard Haven.	Bay of Fundy, St. John, N.B.	Vessel became leaky.....	....	Partial loss,	400

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1898.		Y'rs								$
April 19	Iodine	13	Parrsboro', N.S.	Barque, wood, sail.	539	Philadelphia to Greenland.	Off coast of Greenland.		...	" 2,000
June —	Iskoot	....	Victoria, B.C.	Steam, wood	356	Victoria to Alaska	Near Alaska.	Stranded	....	Total loss, 26,000
1897.										
Sept. —	Joseph Hay	33	(American)	Schr., wood, sail.	165	St. John to Boston	Near falls, St. John River.	Sprung a leak	....	Partial loss, 1,000
Oct. 18	Julia Franklin	35	Charlottetown	" ..	69	Charlottetown to Rustico, P.E.I.	Broad Cove marsh	Stranded	....	" 400 Cargo, 150
Nov. 7	John McLeod	12	St. John, N.B.	" ..	1519	Iloilo to Halifax	Black Rock, Halifax Harbour.	Driven on the rocks, heavy gale.	....	Total loss, 30,000 Cargo, 100,000
" 9	J. J. Clark	26	(American)	" ..	66	Gloucester to Georgetown, P.E.I.	Studdard's Island, Shag Harbour, N.S.	Stranded	....	Partial loss, 800 Cargo, 300
" 10	Janet A	15	Chatham, N.B.	" ..	29	Tignish to Charlottetown.	Fox Island, Mira Bay, N.B.	Vessel ran ashore, big storm.	....	Total loss, 500 Cargo, 800
1898.										
Jan. 31	Jennie B. Thomas	31	Digby, N.S.	" ..	51·66	Digby to Yarmouth	Peter's Island, Grand Passage, N.S.	Stranded, adverse winds.	....	Total loss, 1,000
1897.										
Sept. 4	Kingsport	19	St. John, N.B.	Ship, wood, sail.	1119	Buenos Ayres to St. John, N.B.		Vessel dragged her anchors.	....	" 8,000
1898.										
Jan. 5	Karslie	13	" ..	Schr., wood, sail.	125	Dorchester, N.B., to Salem, Mass.	Quaco Head, St. John Co., N.B.	Stranded	....	" 3,000
Feb. —	Kootenay	10m	Vancouver, B.C.	Schr., wood, steam.	732	Arrowhead, B.C., to West Rolson.	Arrow Lake, B.C.	"	....	Partial loss, extent of damage not reported.
1897.										
June —	Lewanika	3	Parrsboro', N.S.	Schr., wood, sail.	298	New York to Halifax.	Vineyard Sound, N.S.	"	...	Partial loss, 500
July 24	Lakota	1	Parrsboro, N.S	" " ..	124	Parrsboro to Vineyard Haven.	Parrsboro River, N.S.	Stranded	....	Partial loss, 2,000 Cargo, 200
.....	L. H. Davies	16	Charlottetown P.E.I.	" " ..	33·27	Halifax to Alberton, P.E.I.	Horsehead, Northumberland Straits.	"	...	Total loss, 600 Cargo, 40

			N.S.	"		Verte.	N.S.	"		Cargo, 260
" —	Vesta Pearl.. . .	4	Yarmouth, N.S.	.....	.....	Clark's Harbour.....	4 miles south of Canso Cape, N.S.	Sudden squall of wind...	....	Partial loss, extent of damage not reported.
..... 1898.	Vesta....	15	(American)....	Schr., wood, sail.	286	.....	Near Vancouver Island	Stranded...	...	Extent of damage not reported.
Mar. 23 1897.	Victor	62	Parrsboro, N.S	" :	43	Quaco, N.B., to St. John, N.B.	Quaco Harbour, Bay of Fundy, N.B.	Vessel damaged at wharf, low water.	....	Partial loss, 180
Mar. 23	Wandrian.....	14	" ..	" ..	310	Porto Rico to Boston..	Jones Inlet, Great South Bay.	Stranded.....	....	Partial loss, 3,000
May 6	Walleda.....	5	" ..	" ..	249·20	Cuba to New York....	Carribean Sea.... . .	"	....	" 800
June 10	Walter Miller...	7	St. John, N.B.	" ..	125	St. John to New York.	Nauset Harbour, Mass.	"	....	" 2,500 Cargo, 156
Aug. 21	White Swan. ...	8	Parrsboro, N.S	" ..	78	West Bay to Parrsboro, N.S.	Parrsboro River, N.S..	"	...	Partial loss, 150
Nov. 4	Willie Craig....	15	Sydney, C.B..	" ..	48	Sydney, C.B., to Charlottetown.	St. Acone, C.B..	Sprung a leak.	....	Total loss, 900 Cargo, 75
Oct. 31	Wee Laddie.....	6	St. John, N.B.	Wood, steamer	....	Working as a tug on the St. John River.	Indiantown, St. John, N.B.	Caught fire.....	....	Partial loss, 300
Nov. 10 1898.	Western Belle...	16	Shelburne, N.S.	Schr., wood, sail.	23	Halifax to Charlottetown.	Entrance to Mabou Harbour, Gulf St. Lawrence.	No lights shown and heavy gales.	....	" 350
Feb. 8 1896.	Wrestler.....	16	(American)....	Bktn., wood, sail.	447	Vancouver, B.C., to Sydney, N.W.T.	Pelly Point, B.C . .	Stranded.....	....	" 1,400
Nov. —	Zaidee.....	33	Charlottetown P.E.I.	Schr., wood, sail.	55	Pictou, N.S., to Charlottetown.	Toney River, near Caribou, N.S.	Ran ashore.....	....	Total loss, 300

STATEMENT of Wrecks and Casualties reported as having occured to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature and cause of Casualty.	Lives lost.	Remarks.
1897.		Yrs								$
.....	Maggie.	5	(British).	Schr., wood, sail.	.....	Louisburg to P.E.I....	Strait of Canso, N.S ..	Strong tide cause of casualty.	..	Total loss, 500
Nov. 3	Maggie Smith. ..	16	Lunenburg, N.S.	" ..	83	Gaspé, Que., to Halifax, N.S.	St. Lawrence River...	Damaged in heavy gale..	....	Partial loss, 175
" 20	Marion.....	2	St. John, N.B.	" ..	124	New York to St. John.	Halfway Rock, 8 miles east of Portland, Me.	Collision.....	...	" 550
Dec. 20	Marguerite... .	5	" ..	" ..	98	Harvey, N.B., to New York.	Beverley Har., Mass..	Burned.....	....	Total loss, 3,500 Cargo, 800
" 19	Maiden City	...	" ..	Barque, wood, sail.	771	Sydney, C.B., to St. John, N.B.	Foul ground, St. John Harbour, N.B.	Stranded..... . ..	...	Partial loss, 500
Oct. 22	Madras..... .	12	" ..	Ship, wood, sail.	1739	St. John, N.B., to Sharpness.	On the rocks at Sharpness.	"	....	Total loss, 25,000
1898.										
Jan. 29	Mayflower.....	8	Lunenburg, N.S.	Steamer, wood	2·99	Lockeport to Port Mouton.	Coast of Nova Scotia..	"	....	" 690
April 4	Marlborough	35	Windsor, N.S.	Ship, wood, sail.	1383	St. John to Sharpness.	North Atlantic.....	Sprang a leak, rough weather.	....	" 9,000
May 7	Mary George....	16	St. John, N.B.	Schr., wood, sail.	95	New Haven to New York.	East side Hart's Point, City Island, N.Y.	Stranded.....	....	" 1,000
1897.										
Oct. 13	Maria Casapona.	26	Italian. . . .	Barque... .	624	Miramichi, N.B., to Spain.	S.W. Point St. Paul Island.	Struck on a rock	....	Total loss, amount of loss not reported.
1898.										
July -	Marquis of Dufferin.	new	Vancouver, B.C.	Schr., wood, steam.	374	Vancouver, to St. Michael, Alaska.	Carmanah Point, Vancouver, B.C.	Went to pieces while being towed.	....	Total loss, 35,000
.....	Minnie Louise...	. ..	Arichat.	Schr., wood, sail.	68	Boston.....	Between St. Pierre and Cape Breton.	Supposed to have foundered.	....	" 400
July 24	Nancy Anna	3	Parrsboro', N.S.	" ..	35	Parrsboro' to West Bay	Parrsboro' River, N.S.	Stranded.....	....	Partial loss, 100 Cargo, 50

Nov.	[illegible]		[illegible]	.....	....	.....	Lake Ontario.....	All hands exce[illegible] tain lost, no further particulars obtainable.		ported.
" —	Tampa.....	....	....	....	...	....	Lake Superior, Ont....	No particulars could be obtained.	....	" "
1897. Nov. —	W. Y. Emery....	30	Toronto ...	Schr., wood, sail.	154	Willard's Bay to Toronto, Ont.	Fisherman's Point, Lake Ontario.	Stranded	....	Extent of damage not reported.

1897. Nov. 21	Vivian	7	Lunenburg, N.S.	"	99	Sydney, C.B., to Bay Verte.	Cape John, Pictou Co., N.S.	" thick weather.	....	" 500 Cargo, 260
" —	Vesta Pearl	4	Yarmouth, N.S.	.....	.....	Clark's Harbour	4 miles south of Canso Cape, N.S.	Sudden squall of wind	....	Partial loss, extent of damage not reported.
.....	Vesta	15	(American)	Schr., wood, sail.	286	.....	Near Vancouver Island	Stranded	...	Extent of damage not reported.
1898. Mar. 23	Victor	62	Parrsboro, N.S	"	43	Quaco, N.B., to St. John, N.B.	Quaco Harbour, Bay of Fundy, N.B.	Vessel damaged at wharf, low water.	....	Partial loss, 180
1897. Mar. 23	Wandrian	14	"	"	310	Porto Rico to Boston	Jones Inlet, Great South Bay.	Stranded	....	Partial loss, 3,000
May 6	Walleda	5	"	"	249·20	Cuba to New York	Carribean Sea	"	....	" 800
June 10	Walter Miller	7	St. John, N.B.	"	125	St. John to New York.	Nauset Harbour, Mass.	"	....	" 2,500 Cargo, 156
Aug. 21	White Swan	8	Parrsboro, N.S	"	78	West Bay to Parrsboro, N.S.	Parrsboro River, N.S.	"	...	Partial loss, 150
Nov. 4	Willie Craig	15	Sydney, C.B.	"	48	Sydney, C.B., to Charlottetown.	St. Acone, C.B.	Sprung a leak	....	Total loss, 900 Cargo, 75
Oct. 31	Wee Laddie	6	St. John, N.B.	Wood, steamer	....	Working as a tug on the St. John River.	Indiantown, St. John, N.B.	Caught fire	....	Partial loss, 300
Nov. 10	Western Belle	16	Shelburne, N.S.	Schr., wood, sail.	23	Halifax to Charlottetown.	Entrance to Mabou Harbour, Gulf St. Lawrence.	No lights shown and heavy gales.	....	" 350
1898. Feb. 8	Wrestler	16	(American)	Bktn., wood, sail.	447	Vancouver, B.C., to Sydney, N.W.T.	Pelly Point, B.C	Stranded	....	" 1,400
1896. Nov. —	Zaidee	33	Charlottetown P.E.I.	Schr., wood, sail.	55	Pictou, N.S., to Charlottetown.	Toney River, near Caribou, N.S.	Ran ashore	....	Total loss, 300

STATEMENTS of Wrecks and Casualties reported as having occurred to Canadian Inland Vessels and to other Vessels in the Inland Waters of Canada, during the twelve months ended 30th June, 1898.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port Sailed from. — Port Bound to.	Place where Casualty happened.	Nature of Casualty. — Cause of Casualty.	Lives Lost.	Remarks.
1897.		Y'rs								$
June —	Acadia	....	Hamilton, Ont.	Wood, steam..	37·51	Hamilton dock.....	Hamilton dock..	Burned.....	...	Partial loss, 40,000
Aug. 27	Athena..	3	" ..	Steam.....	12	Hamilton wharf. .. .	Hamilton wharf.... ..	"	....	Total loss, 4,000
....	Arthur Orr....	....	....	....	....	... .	Lake Superior, Ont....	No particulars obtainable	....	Total loss, amount of loss not reported.
1898.										
July 25	D. L. Martin ...	15	Winnipeg, Man.	Wood, steam..	70·26	Rat Portage to Rainy River.	Lake of the Woods....	Caught fire	....	Partial loss, 3,000
Sept. —	F. A. Folger . ..	7	Port Stanley, Ont.	" ..	25·86	Sarnia to Windsor, Ont	St. Clair River.....	Burned.....	...	Total loss, amount of loss not reported.
1897.										
July —	Greyhound.....	9	Goderich	Wood, sail	22	Kincardine to Wiarton.	Stanley Island, Lake Harbour, Ont.	Struck a rock, heavy gale.	..	Extent of damage not reported.
Nov. 10	Graton..	....	Detroit, U.S..	Schr., wood, sail.	334	Cleveland to Port Stanley.	9 miles west of Port Stanley, Lake Erie.	Sprang a leak..... .	....	Total loss, 3,000
Dec. —	Lulu Beatrice....	1	Port Burwell, Ont.	" ..	48	Windsor to Port Burwell.	Lake Erie	Stranded, big gale.....	....	Partial loss, 100 Cargo, 25
.....	Mary	30	Port Stanley, Ont.	" ..	232	Chatham, Ont	St. Clair River.....	Stranded	....	Total loss, 3,800 Cargo, 1,300
1898.										
Nov. 6	Northern Belle ..	23	Collingwood, Ont.	Wood, steam..	514	Collingwood to French River.	Algoma District.....	Burned.....	....	Total loss, 1,500
.....	Osprey.....	11	Toronto, Ont..	" ..	25·56	Midland.	Cedar Point, Georgian Bay, Ont.	"	....	" 2,200
1897.										
April 26	Rosedale.....	10	" ..	Steel, steam...	977	Prescott to Toledo, Ohio.	Rock Island, River St. Lawrence.	Stranded	....	Partial loss, 6,000
.....	R. D. Savage....	16	Ottawa.....	Wood, barge..	.....	Papineauville to Montreal.	Ottawa River.....	Burned.....	....	Total loss, amount of loss not reported

SUPPLEME

TO THE

THIRTY-SECOND ANNUAL REPORT OF THE DE
FISHERIES BEING PARTLY FOR THE FISCAL Y
AND PARTLY FOR THE CALENDA

MARINE

REPORTS

OF THE

HARBOUR COMMISS

FOR

TORONTO, MONTREAL, QUEBEC, THREE RIVERS, BELLEVILLE, N

THE PILOTAGE AUTHORITIE

THE HARBOUR AND SHIPPING MASTERS, CERTAIN PORT
WITH STATEMENT OF WRECKS AND CASU

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'
EXCELLENT MAJESTY
1900

P 5A

CANCELLED
1951

OTTAWA, December, 1900.

Hon. Sir LOUIS HENRY DAVIES, K.C.M.G.,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith the Supplement to the thirty-second Annual Report of the Marine Branch of the Department of Marine and Fisheries, being for the year 1899, containing a statement of merchant shipping, wrecks and casualties, list of certificates granted to masters and mates; the reports of the harbour commissioners of Toronto, Belleville, Montreal, Quebec, Three Rivers and North Sydney; list of harbour masters; reports of harbour masters generally; reports of pilotage commissioners; reports of port wardens, and list of shipping masters.

I have the honour to be, sir,

Your obedient servant,

F. GOURDEAU,
Deputy Minister Marine and Fisheries.

SUPPLEMENT

TO THE

THIRTY-SECOND ANNUAL REPORT OF THE DEPARTMENT OF MARINE AN FISHERIES BEING PARTLY FOR THE FISCAL YEAR ENDED JUNE 30, 1899, AND PARTLY FOR THE CALENDAR YEAR 1899

MARINE

REPORTS

OF THE

HARBOUR COMMISSIONERS

FOR

TORONTO, MONTREAL, QUEBEC, THREE RIVERS, BELLEVILLE, NORTH SYDNEY AND PICTO

THE PILOTAGE AUTHORITIES

THE HARBOUR AND SHIPPING MASTERS, CERTAIN PORT WARDENS, TOGETHE WITH STATEMENT OF WRECKS AND CASUALTIES

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1899

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1900

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Wrecks and Casualties—
Sea-going Vessels.... 188
Inland " 204

Y.

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STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—*Continued.*

PROVINCE OF NOVA SCOTIA.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Amherst	4	.....	.....	113
Annapolis	46	1	32	5,518
Arichat	128	1	66	5,110
Barrington	42	1	48	1,405
Canso	9	Nil.	Nil.	306
Digby	167	5	209	8,412
Guysboro'	21	Nil.	Nil.	859
Halifax	475	57	7,510	23,415
Liverpool	71	2	137	5,307
Lunenburg	290	6	423	24,450
Maitland	19	Nil.	Nil.	14,740
Parrsboro'	128	1	189	30,469
Pictou	55	19	1,110	8,186
Port Hawkesbury	83	2	43	2,871
Port Medway	18	1	138	1,541
Shelburne	101	3	68	5,491
Sydney	100	11	752	6,830
Truro	2	Nil.	Nil.	160
Weymouth	38	1	21	3,466
Windsor	121	16	2,738	65,024
Yarmouth	203	23	4,555	29,784
Total	2,121	150	18,039	243,457

PROVINCE OF QUEBEC.

Amherst (Magdalen Islands)	18	Nil.	Nil.	639
Gaspé	32	1	709	1,858
Montreal	543	186	58,601	89,338
New Carlisle	8	2	45	196
Quebec	774	135	19,180	52,555
Total	1,375	324	78,535	144,5[illegible]6

PROVINCE OF ONTARIO.

Amherstburg	5	2	28	1[illegible]
Belleville	24	17	622	9[illegible]
Bowmanville	3	Nil.	Nil.	6[illegible]
Brockville	22	21	475	2[illegible]
Chatham	29	18	883	1,5[illegible]
Chippewa	3	2	263	1[illegible]
Cobourg	3	1	23	3[illegible]
Collingwood	71	69	7,891	5,7[illegible]
Cornwall	3	3	198	1[illegible]
Deseronto	18	13	1,383	1,27[illegible]
Dunnville	1	1	87	5[illegible]
Goderich	43	26	744	1,85[illegible]
Hamilton	47	40	6,054	5,11[illegible]
Kingston	170	77	13,061	24,71[illegible]
Lindsay	Nil.	Nil.	Nil.	Nil.
Napanee	Nil.	Nil.	Nil.	Nil.
Oakville	2	Nil.	Nil.	12[illegible]
Ottawa	351	189	15,134	26,54[illegible]
Owen Sound	39	37	5,765	4,20[illegible]
Peterboro'	Nil.	Nil.	Nil.	Nil.
Picton	17	8	1,786	2,09[illegible]

STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—*Continued.*

PROVINCE OF ONTARIO—*Concluded.*

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Port Arthur	18	18	3,159	2,053
Port Burwell	6	4	43	132
Port Colborne	3	2	92	321
Port Dover	13	6	170	692
Port Hope	56	32	2,706	5,500
Port Rowan	8	3	203	413
Port Stanley	7	7	1,164	739
Prescott	40	18	1,251	7,153
Sarnia	27	20	7,860	6,375
Saugeen	9	9	508	347
Sault Ste. Marie	26	24	1,079	1,017
St. Catharines	91	51	5,860	12,155
Toronto	245	188	15,512	14,678
Wallaceburg	30	17	1,094	1,245
Whitby	3	Nil.	Nil.	514
Windsor	55	29	7,516	6,036
Total	1,488	952	102,614	135,234
PROVINCE OF PRINCE EDWARD ISLAND.				
Charlottetown	171	20	3,957	14,660
PROVINCE OF BRITISH COLUMBIA.				
New Westminster	128	87	10,801	8,098
Vancouver	112	91	15,654	11,766
Victoria	248	136	29,779	24,551
Total	488	314	56,234	44,415
PROVINCE OF MANITOBA.				
Winnipeg	126	82	5,961	9,108
YUKON TERRITORY.				
Dawson	9	9	2,493	1,604
SUMMARY.				
New Brunswick	920	118	9,843	86,288
Nova Scotia	2,121	150	18,039	243,457
Quebec	1,375	324	78,535	144,586
Ontario	1,488	952	102,614	135,234
P. E. Island	171	20	3,957	14,660
British Columbia	488	314	56,234	44,415
Manitoba	126	82	5,961	9,108
Yukon District	9	9	2,493	1,604
Total	6,698	1,969	277,676	679,352

COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on from 1874 to 1899,

Provinces.	1874.		1875.		1876.		1877.	
	Number of Vessels.	Registered or net Tonnage.	Number of Vessels.	Registered or net Tonnage.	Number of Vessels.	Registered or net Tonnage.	Number of Vessels.	Registered or net Tonnage.
New Brunswick	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457
Nova Scotia	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579
Quebec	1,837	218,946	1,831	222,965	1,902	228,502	1,951	248,399
Ontario	815	113,008	825	114,990	889	123,947	926	131,761
Prince Edward Island	312	48,388	335	50,677	338	50,692	342	55,547
British Columbia	35	3,611	40	3,685	40	3,809	43	3,479
Manitoba	.....	.....	2	178	2	178	6	246
Total	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468

	1883.		1884.		1885.		1886.	
New Brunswick	1,107	315,906	1,096	308,132	1,060	288,589	1,042	269,224
Nova Scotia	3,037	541,715	2,942	544,048	2,988	541,832	2,929	526,921
Quebec	1,739	216,577	1,628	202,842	1,631	203,635	1,650	232,556
Ontario	1,133	140,972	1,184	142,387	1,223	144,487	1,248	140,929
Prince Edward Island	241	49,446	234	39,213	227	36,040	225	30,658
British Columbia	94	9,046	116	11,403	123	11,834	134	11,900
Manitoba	24	2,778	55	5,722	63	5,439	65	5,578
Total	7,374	1,276,440	7,254	1,253,747	7,315	1,231,856	7,294	1,217,766

	1892.		1893.		1894.		1895.	
New Brunswick	946	181,779	1,010	156,086	1,003	136,257	975	122,417
Nova Scotia	2,731	425,690	2,715	396,263	2,710	371,432	2,683	343,356
Quebec	1,408	162,638	1,426	161,121	1,427	160,590	1,454	158,776
Ontario	1,347	141,750	1,370	146,665	1,480	148,525	1,508	148,609
Prince Edward Island	196	22,706	188	20,970	191	19,650	190	19,323
British Columbia	298	23,448	315	24,900	336	26,455	346	25,988
Manitoba	81	6,118	89	6,534	98	6,715	106	7,307
Yukon District	.....	.....	.....	.....	.....	.....	.....	.....
Total	7,007	964,129	7,113	812,539	7,245	869,624	7,262	825,836

the Registry Books of the Dominion of Canada, on December 31, in each year, both inclusive.

1878.		1879.		1880.		1881.		1882.	
Number of Vessels.	Registered or net Tonnage.	Number of Vessels.	Registered or net Tonnage.	Number of Vessels.	Registered or net Tonnage.	Number of Vessels.	Registered or net Tonnage.	Number of Vessels.	Registered or net Tonnage.
1,142	335,965	1,135	340,491	1,097	336,976	1,087	333,215	1,065	308,980
3,003	553,368	2,975	552,159	2,977	550,448	3,025	558,911	2,026	546,778
1,676	248,349	1,975	246,025	1,889	233,341	1,830	224,936	1,754	215,804
958	135,440	1,006	136,987	1,042	137,481	1,081	139,998	1,112	137,061
322	54,250	298	49,807	288	45,931	273	45,410	248	41,684
51	4,482	60	4,701	63	5,049	74	6,296	84	7,687
17	1,161	22	1,924	21	1,992	24	2,130	23	2,783
7,469	1,333,015	7,471	1,332,094	7,377	1,311,218	7,394	1,310,896	7,312	1,260,777
1887.		1888.		1889.		1890.		1891.	
1,027	255,126	1,009	239,332	1,013	218,873	981	209,460	969	193,193
2,845	498,878	2,851	485,709	2,855	464,431	2,793	464,194	2,778	461,758
1,586	189,064	1,498	178,520	1,455	168,500	1,399	164,003	1,404	162,330
1,275	139,548	1,330	139,502	1,352	141,839	1,312	138,738	1,345	138,914
225	29,031	218	26,586	224	25,506	231	26,080	195	23,316
149	12,789	167	14,249	176	15,241	196	16,024	246	19,767
71	5,871	69	5,744	77	6,091	79	6,475	78	6,197
7,178	1,130,247	7,142	1,089,642	7,153	1,040,481	6,991	1,024,974	7,015	1,005,475
1896.		1897.		1898.		1899.			
964	115,506	923	103,584	903	89,257	920	86,288		
2,669	317,526	2,204	283,056	2,167	262,176	2,121	243,457		
1,469	158,649	1,480	158,077	1,378	144,447	1,375	144,586		
1,525	146,522	1,424	135,349	1,452	134,180	1,488	135,234		
174	16,540	174	15,812	178	15,979	171	14,660		
363	26,622	364	28,604	444	40,304	488	44,415		
115	7,934	115	7,272	121	7,439	126	9,108		
.....	.....	.....	.....	.....	.....	9	1,604		
7,279	789,299	6,684	731,754	6,643	693,782	6,698	679,352		

LIST of Ports at which Vessels may be Registered, showing the number of New Vessels Built and Registered in the Dominion of Canada, during the year ended December 31, 1899.

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Chatham	8	203
Dorchester	Nil.	Nil.
Moncton	Nil.	Nil.
Richibucto	Nil.	Nil.
Sackville	Nil.	Nil.
St. Andrew's	4	52
St. John	19	543
Total	31	798

PROVINCE OF NOVA SCOTIA.

Amherst	Nil.	Nil.
Annapolis	2	245
Arichat	6	212
Barrington	1	10
Canso	2	33
Digby	5	134
Guysboro'	Nil.	Nil.
Halifax,	6	124
Liverpool	3	578
Lunenburg	31	2,847
Maitland	1	73
Parrsboro'	10	1,284
Pictou	3	559
Port Hawkesbury	3	42
Port Medway	Nil.	Nil.
Shelburne	6	476
Sydney	5	75
Truro	Nil.	Nil.
Weymouth	2	375
Windsor	2	468
Yarmouth	4	60
Total	92	7,594

PROVINCE OF QUEBEC.

Amherst (Magdalen Islands)	Nil.	Nil.
Gaspé	Nil.	Nil.
Montreal	21	5,198
New Carlisle	Nil.	Nil.
Quebec	14	745
Total	35	5,943

PROVINCE OF BRITISH COLUMBIA.

New Westminster	23	715
Vancouver	17	755
Victoria	11	1,264
Total	51	2,734

PROVINCE OF MANITOBA.

Winnipeg	13	554

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PROVINCE OF ONTARIO.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
	Nil.	Nil.
	Nil.	Nil.
	Nil.	Nil.
	Nil.	Nil.
	Nil.	Nil.
	Nil.	Nil
	Nil.	Nil.
	1	676
	Nil.	Nil.
	Nil.	Nil.
	Nil.	Nil.
	Nil.	Nil.
	2	15
	9	666
	2	6
	Nil.	Nil.
	Nil.	Nil.
	18	799
	4	233
	Nil.	Nil.
	1	374
	7	28
	Nil.	Nil.
	Nil.	Nil.
	Nil.	Nil.
	Nil.	Nil.
	2	31
	Nil.	Nil.
	1	484
	Nil.	Nil.
	Nil.	Nil.
rie	Nil.	Nil.
s	Nil.	Nil.
	5	107
	Nil.	Nil.
	Nil.	Nil.
	Nil.	Nil.
Total...	52	3,419

PROVINCE OF PRINCE EDWARD ISLAND.

n	3	56

YUKON TERRITORY.

	Nil.	Nil.

SUMMARY.

ck	31	798
	92	7,594
	35	5,943
	52	3,419
d Island	3	56
bia	51	2,734
	13	554
ct	Nil.	Nil.
Total	277	21,098

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.
New Brunswick	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368
Nova Scotia	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784
Quebec	73	20,796	103	22,825	51	17,800	62	19,253	46	10,870
Ontario	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409
Prince Edward Island	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382
British Columbia	5	276	...	.....	1	121	2	204	2	45
Manitoba	....	... ...	....	... ...	....	.....	3	48	1	15
	490	183,010	480	151,012	416	127,700	430	118,985	339	100,873
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	6	7,746	....	.....	3	2,721	2	1,943	1	663
Add new vessels which left Quebec for registration in Germany	....	.....	....	.....	1	480	....	.....	....	.....
Total	496	190,756	480	151,012	420	130,901	432	120,928	340	101,536

Provinces.	1886.		1887.		1888.		1889.		1890.		1891.	
	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.
New Brunswick	34	4,931	18	2,909	32	2,530	50	4,792	35	5,572	43	6,269
Nova Scotia	93	20,948	87	12,310	116	12,965	126	19,645	150	33,907	130	35,528
Quebec	27	2,683	28	2.888	23	2,669	27	3,759	25	4,880	46	4,200
Ontario	52	2,075	66	2,993	62	5,095	45	3,259	41	4,917	44	2,662
Prince Edward Island	12	1,318	7	601	12	1,412	12	1,503	12	2,008	5	1,000
British Columbia	8	154	9	376	18	448	12	840	15	876	41	2,364
Manitoba	3	98	8	439	1	11	8	548	7	218	3	122
Total	229	32,207	224	22,516	264	25,130	280	34,346	285	52,378	312	52,1[illegible]

of Canada, on the 31st December, in each year, from 1874 to 1899, both inclusive.

1879.		1880.		1881.		1882.		1883.		1884.		1885.	
Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.
43	19,067	63	18,896	57	18,259	66	16,820	72	21,103	46	12,888	34	7,736
126	39,208	126	31,257	150	40,465	117	26,711	202	35,765	178	42,032	102	24,703
29	7,421	33	8,219	56	5,673	26	6,785	42	6,594	32	3,815	29	4,556
42	2,464	44	3,610	54	5,111	55	4,369	34	4,311	58	4,446	45	4,509
20	5,279	21	3,359	15	4,351	15	3,508	17	5,343	21	5,189	11	1,707
5	788	....	.....	2	85	8	1,631	5	849	15	675	6	648
....	.....	1	100	3	116	1	289	2	125	37	3,366	13	320
265	74,227	271	65,441	336	74,060	288	60,113	374	74,090	387	72,411	240	43,179
....	.....	....	.....	....	.....	1	1,029	.....	.....	.....	.....	.....	.....
....	.....	....	.....	....	.....	.....	.....	....	.....	.....	.....	....	.....
265	74,227	271	65,441	336	74,060	289	61,142	374	74,090	387	72,411	240	43,179

1892.		1893.		1894.		1895.		1896.		1897.		1898.		1899.	
Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.	Number of Vessels.	Registered or Net Tonnage.
21	1,873	119	2,819	40	2,534	27	714	24	627	33	1,738	31	790	31	798
108	16,446	111	15,089	128	8,721	89	4,762	97	7,704	54	4,259	67	4,962	92	7,594
34	2,620	53	4,220	55	4,412	49	4,335	36	3,969	49	4,227	51	4,139	35	5,943
34	3,684	49	4,126	64	3,137	52	3,732	38	1,757	50	3,850	46	1,872	52	3,419
9	967	3	634	3	183	1	196	3	111	3	226	5	372	3	56
46	2,887	19	944	25	1,900	18	1,709	22	1,466	26	2,429	72	12,228	51	2,734
6	296	8	608	11	356	14	822	7	512	16	365	6	159	13	554
255	28,773	362	28,440	326	21,243	250	16,270	227	16,146	231	17,094	278	24,522	277	21,098

APPENDIX No. 2.

REPORT OF THE MONTREAL HARBOUR COMMISSIONERS FOR THE YEAR ENDED DECEMBER 31, 1899.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE.
MONTREAL, July 10, 1900.

JOHN HARDIE, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith, for the information of the Honourable the Minister of Marine and Fisheries, Summarized Statement of the Operations of the Trust for the year ended December 31, 1899.

The net ordinary revenue was $296,598.33, against $296,593.42 of the previous year, maintaining the increase of $41,176.56 obtained in 1898 over 1897, notwithstanding the decrease in tonnage caused by the withdrawal of vessels for transport service to South Africa.

The revenue from imports increased 13 per cent and that from exports decreased 11 per cent, while local wharfages show an increase of 11 per cent.

The cost of management, maintenance and repairs, apart from expenditure on capital account was $90,716.25, while the interest and annuity (of $600) were $152,953.84. The difference as between ordinary revenue and ordinary expenditure was $52,928.24,

The amount charged to capital account for the year was $354,292.60, as against $119,752.36 in the previous year, towards which the city of Montreal contributes $82,264.89 on account of work on the guard pier and harbour improvements.

The sum of $300,000 was received on loan from the Dominion of Canada, under the Act 59 Vic., chap. 10, on account of works of improvement carried out in the years 1898 and 1899.

The Dominion of Canada had still to advance on loan to the Commissioners, for harbour improvemnts, the sum of $2,400,000, and the amount still chargeable to the city of Montreal for future work as per contract entered into on September 12, 1899, was $556,372.33, and for the guard pier construction $10,978.32.

The total bonded debt at the end of the year was $3,822,000, on which the average rate of interest is about $3\frac{7}{8}$ per cent.

The usual reports for the past year, of the Harbour Master and the Montreal Decayed Pilots' Fund have already been transmitted to you, while those of the Montreal Pilotage District and the Chief Engineer on the works for the improvement and maintenance of the harbour are transmitted herewith.

I have the honour to be, sir,

Your obedient servant,

DAVID SEATH,

Secretary.

HARBOUR COMMISSIONERS OF MONTREAL.

SUMMARIZED Statement of Operations for the Year ended December 31, 1899.

BALANCE AND RECEIPTS.			Revenue.	Capital.
			$ cts.	$ cts.
Balance from 1898		$ 88,924 08		
Held for Montreal Decayed Pilots' Fund, in trust—				
Harbour debentures and city stock	$ 51,000 00			
Cash in City and District Savings Bank	2,667 74			
		53,667 74		
			.....	142,591 82
Receipts during 1899—				
Collector of Customs, Montreal—				
Wharfage dues on imports		$114,585 00		
" exports		138,024 52		
			252,609 52	
Wharfinger local traffic			31,076 94	
Wharfage dues not paid at Custom-house in 1897 and 1898 and collected after audit			47 94	
Rentals of harbour track and properties			12,318 77	
For credit of the following accounts—				
Harbour repairs, scrap sold			73 08	
Accident account, refund			75 00	
Printing, stationery, &c., refund			10 00	
Legal and notarial expenses, refund			18 00	
Interest charged to city of Montreal			545 16	
Harbour plant—Sale of old engines			.....	300 00
Guard pier construction			.....	7,319 37
City flood protection wall—				
City of Montreal's proportion	$ 10,353 00			
Sand sold	2 67			
			.....	10,355 67
Harbour dredging fleet—				
Materials sold	$ 752 19			
London Salvage Association, rent, dredges, &c	3,368 00			
			.....	4,120 19
Harbour enlargement—				
Use of diver	$ 6 60			

DISBURSEMENTS AND BALANCE.		Revenue.	Capital.
		$ cts.	$ cts.
Refunds of wharfage dues		151 19	
Administrative staff—Salaries and fees		20,037 32	
Miscellaneous expenses—Taxes, heating, printing, advertising, travelling, legal, notarial and other expenses		11,957 39	
Electric lighting of harbour		3,845 25	
Maintenance of dredging		316 05	
Accident account—Provision for legal liability insurance, &c., (see *contra* for credit)		1,906 54	
Harbour surveys		391 12	
Buoys and beacons		113 61	
Harbour repairs, maintenance of wharfs, &c. (see *contra* for credit)		52,325 05	
Annuity		600 00	
Interest and exchange		152,353 84	
Harbour of Montreal, establishing boundary		.....	250 00
Windmill Point wharf and basin—Dredging, macadamizing, &c.		.....	26,448 23
Harbour enlargement—New approach	$ 3,362 26		
" New piers (see *contra* for credit)	220,844 35		
		.....	224,206 61
Harbour dredging		.....	1,354 04
Hochelaga construction		.....	683 82
Harbour railway		.....	5,847 77
Guard pier construction (see *contra* for credit)		.....	16,580 93
Flood protection wall " "		.....	10,355 67
Harbour plant, deduction made for depreciation (see *contra* for credit)		.....	67,644 05
Real estate No. 2, improvements		.....	1,244 50
Harbour dredging fleet (see *contra* for credit)		.....	4,120 19
Security deposits repaid to depositors		.....	1,317 75
Pilotage expenses		.....	1,353 97
Montreal Decayed Pilots' Fund—			
Pensions to old pilots and widows	$ 5,189 88		
Audit of fund, postage stamps, &c.	35 00		
		.....	5,224 88

City of Montreal's proportion.....	64,592 52						
		.....	64,599 12				
Chart account—Charts sold.....		.....	13 75				
Security deposits for due fulfilment of contracts....		.....	7,662 29				
Dominion of Canada, under the Act 59 Vic., chap. 10		.....	300,000 00				
Pilotage expenses, 2 p.c. of pilotage dues..		.....	1,465 01				
Montreal Decayed Pilots' Fund for account of 5 p.c. of all pilotage dues....	$ 3,691 55						
Interest on invested funds..	2,325 57						
		.....	6,017 12				
			544,444 34				
			296,774 41				
				Disbursements on capital account.....		.....	366,632 41
				" revenue "		....	243,997 36
				Total disbursements...		.....	610,629 77
				Balance, 31st December, 1899—			
				Cash on hand.....	$ 2,388 93		
				Bank of Montreal current account.....	27,432 04		
				Bank of Montreal coupon account	200 00		
						$ 30,020 97	
				Sundry accounts receivable....		99,237 83	
				Value of materials in stock.....		106,881 87	
				Discount on debentures H. & J.....		21,123 43	
						$257,264 10	
				Less—Interest accrued and coupons outstanding December 31,.....	$ 74,539 15		
				Sundry accounts unadjusted on December 31	6,595 95		
						81,135 10	
						$176,129 00	
				Montreal Decayed Pilots' Fund, in trust—			
				Harbour debentures and city stock..... ...	$ 51,000 00		
				Deposit in City and District Savings Bank.....	3,459 98		
						54,459 98	
						....	230,588 98
			841,218 75				841,218 75

(True copy.)

DAVID SEATH,
Secretary.

Verified as per report of this date.

(Signed) RIDDELL & COMMON, C.A.
Auditors.

MONTREAL, July 7, 1900.

REPORT ON THE WORKS FOR THE IMPROVEMENT AND MAINTENANCE OF THE HARBOUR OF MONTREAL, FOR THE YEAR 1899.

JOHN KENNEDY, M. INST. C. E., CHIEF ENGINEER.

HARBOUR COMMISSIONERS OF MONTREAL,
CHIEF ENGINEER'S OFFICE,
MONTREAL, March 10, 1900.

DAVID SEATH, Esq.,
Secretary, Harbour Commissioners of Montreal.

DEAR SIR,—I beg to submit, for the information of the Board of Harbour Commissioners, the following report upon the works in the Harbour of Montreal for the year ended December 31, 1899.

NEW WORKS.

The principal new works of the year are :—The completion of the new high level pier in sections 18 and 19; the commencement of construction of another pier in sections 13 and 14, and of the shore wharf between that and the entrance of the Lachine Canal; the enlargement of deep water area in the Windmill Point Basin; and the widening of the ship channel through the harbour from Victoria pier to the entrance of the Lachine Canal.

The principal details are as follows:

Sections 4s to 5s.—A portion of the roadway on the new wharf on the south-east side of the basin was graded and macadamized. About 43,014 cubic yards of earth, ashes and other filling stuff sent in from city excavations, furnaces, &c., were used in extending the wharf embankment at the lower end of the new wharf.

The Dominion Coal Company last spring built, on the wharf leased to them, an elevated coal pocket with machinery for unloading coal from vessels and discharging it into cars or carts. In order to serve the pocket and other parts of the wharf, the Commissioners, at the request of the Grand Trunk Railway, laid down two railway tracks beneath the pocket, one close in rear of it, and one above winter water level at the rear or south-east side of the wharf embankment. All the tracks were connected with those of the Grand Trunk Railway, and are leased to that company on the same conditions as are the other tracks on the wharfs. The aggregate length of the four tracks laid on the Harbour Commissioners' property is 4,939 feet, and upon a strip of property, the ownership of which is in dispute between the Harbour Commissioners and the Grand Trunk Railway Co., 610 feet; total 5,549 feet.

Sections 5 to 10.—The Windmill Point Basin was deepened, chiefly along the south-east side, opposite sections 7 and 10, by blasting and dredging and by dredging alone for the double purpose of enlarging the deep water area of the basin and for furnishing rock filling for the cribwork of the harbour enlargement works. The quantity dredged was 43,758 cubic yards, measured loose, chiefly shale, and trap rock with some hard pan. Of the rock, 14,840 cubic yards, measured solid, was blasted, and the remainder was dredged without blasting. Expenditure on dredging and blasting $16,666.85. There was also expended on dredging and depositing chargeable to other works where the material was deposited $5,042.68.

Entrance to Windmill Basin.—Some blasting and dredging were done for the double purpose of enlarging the entrance channel and for furnishing rock for filling the cribwork of the harbour enlargement works. Quantity of rock blasted, 5,550 cubic yards measured solid; quantity of rock and earth dredged, 5,936 cubic yards measured loose. Expenditure on dredging and blasting $5,032.63. There was also expended on dredging and depositing chargeable to other works where the material was deposited $382.97.

Harbour Improvement Works, Sections 12, 13 and 14.—Instructions were given by the Commissioners on September 26, 1899, to proceed with the construction of the shore wharf and pier of plan 12 A 2, in sections 12, 13 and 14. The old wharf between the entrance of the canal and the small basin in section 12, was built in 1859 and founded at 14 feet depth, at low water of 13 feet on the lock sill, or 18 feet higher than the foundation of the new wharf which is to connect with it. In order to protect the old wharf foundation and allow of dredging for the new, a row of close piling was driven around the corner of the old wharf and the heads of the piles tied in by anchor bolts, 50 feet long by 1½ in. diameter. The new foundation was then dredged out and the first crib of the new shore wharf was sunk in place on October 6. Another was sunk soon after and a third on November 22.

In dredging out the foundations for the new cribwork, rock of fairly smooth surface was struck at level 65.50 to 68.50 above harbour datum, or 25′ 6″ to 28′ 6″ below lowest water. This rock was dredged off to level 64.50 to 62.50 and the cribs founded upon it. The cribs are each 131 feet in length, making 393 feet aggregate length placed before the close of navigation. All were filled and back filled, and they were partly prepared for receiving the concrete retaining wall which is to be built upon them.

Dredging for the foundations of cribs on the north or down stream side of the new pier in sections 13 and 14 was commenced about the middle of September, and by the end of the month two cribs, 131 feet long each, were sunk at the inshore end. Two more cribs of similar length were sunk in November in continuation of the north side of the pier, making an aggregate of 524 feet placed by the close of navigation. A temporary crib of 80 feet long was also sunk in the same line at the inshore end of the pier to retain the end filling until the shore wharf is built. All the cribwork was built up to about level 103.00 (9 feet above low water) and filled and back filled so as to be above ordinary spring water level and allow of building being continued on the approaching opening of navigation. The cribwork is founded on hard earth bottom at level 62.00 to 63.50 (32′ 0″ to 30′ 6″ below low water of 13 feet on the lock sill) and it is to be continued up to the top of the pier, instead of being stopped at low water and surmounted by a concrete wall as will be done in the shore wharf adjoining.

Six other cribs of 826 feet aggregate length were at the close of the working season under process of construction, afloat, and had built up to heights varying from 6 to 10 feet.

The building of the new pier will entirely close the deep water channel to the part of the harbour above, and a new channel is therefore being dredged through the Island Shoal clear of the site of the pier. By the close of navigation the new channel had been roughly cut through to depths varying from 14 to 28 feet at low water.

The quantities of the principal items of work on the new shore wharf and pier, in sections 12 to 14, up to the close of navigation are:

Dredging for crib foundations, 34,099 cubic yards; cribwork sunk in place, permanent 917 feet, temporary 80 feet; filling 151,613 cubic yards; cribwork afloat under construction 826 feet.

Expenditure on cribwork $41,622.39; on dredging and on filling and backfilling of cribwork $21,806.38; total $63,488.77.

Harbour Enlargement Works: Sections 17 and 18.—The building of the new pier opposite Jacques Cartier Square, which was commenced in 1898, was resumed last spring and was carried on by day until June 19, and after that by day and night until the virtual completion of the pier in November. Cribwork of a length of 453 feet had been sunk in place at the stoppage of work in 1898; the building of cribs afloat was resumed on April 20, 1899, two cribs of 161 feet each were sunk in place on May 26, and others at intervals until September 9, when the last was sunk, making 1,520 feet sunk in 1899 and 1,973 feet, frontage measurement, in the whole pier. A temporary crib, 60 feet long, was also put down on the down stream side for connecting the inner end of the new cribwork with the old. At the end of August a length of 515 feet of the wharf at the inshore end of the up-stream side had been made ready for use, and on August 31 it was put into service by the berthing of the ss. *Roman* for dis-

charging and loading. Other parts were afterward made ready for use in succession until the whole had been put into service before the close of navigation.

The cribwork is founded at level 62·00 to 64·00 above datum, or 30 feet 0 inches to 32 feet 0 inches below low water of 13 feet on the old lock sill; the top of the wharf at its edge, is finished off at level 116·50 and the centre of the pier is rounded up to level 118·50. The cribwork is 42 feet in breadth at the bottom and is stepped in to 14 feet at the top; the outer face is sawn square timber, laid with close joints, and the remainder of round timber; the face timber and the front tie timbers, above ordinary summer water level, are of white pine and all the remainder is of hemlock. The timbers are strongly fastened with $\frac{7}{8}$ inch square drift bolts and the cribwork is assisted in sustaining the earth pressure by $1\frac{1}{2}$ inch anchor bolts, placed about 10 feet apart and 17 feet from the top, and running back into the pier to about 64 feet from the face.

The front compartment of the cribwork is filled with rock to a height of 8 to 12 feet from the bottom, and the remainder with earth dredgings. Of the remainder of the pier, about 90 per cent of the filling is of dredgings, chiefly, of very soft silt, and 10 per cent is of scavengings and stuff of all sorts from the city. Much settlement of the filling of the body of the pier is therefore to be expected and in view of this only a small part of the area of the top has been macadamized, and that only lightly, and the remainder has been covered with shale rock dredgings. It is intended to add rock until the expected settlement ceases, after which the roadways and other parts of the pier not required for buildings, platforms, &c., may be suitably paved. The outer end of the pier has two stairways of 9 feet in width, cut down a depth of 13 feet from the top, for affording convenient access to small craft.

The dimensions of the pier and the quantities of materials in its construction are:

Length, up-stream side	850 feet
" down-stream side	800 "
Breadth, at top	285 to 300 "
Height at edges above harbour datum	116·50 "
" " " lowest recorded water	22 feet 4 inches
" " " highest recorded water during navigation season	6 feet 10 inches
Height above crib foundations	52 to 56 feet
Wharf frontage	1,978 lineal feet
Wharf area	244,480 square feet
Lumber in cribwork; hemlock, square and round	427,538 lineal feet
Lumber in cribwork; pine, square and round	102,823 lineal feet
Plank; hemlock and spruce	234,475 feet B. M.
Iron spikes, anchor bolts, &c	468,300 lbs.
Dredging, in preparing crib foundations	80,347 cubic yards
Filling, measured in solid	519,000 cubic yards
Expenditure in 1898	$ 40,682 90
" 1899	157,348 98
Total	$198,031 88

Island Shoal.—The dredging away of the shoal has been continued throughout the summer for the purpose of providing channel room past the new piers and for furnishing filling required for their construction.

Quantity dredged during the summer 781,514 cubic yards. Expenditure $72,013.47. Portion charged to works where the material was used, $68,651.21; charged to Dredging account $3,362.26.

Section 35.—A piece of siding track, 1,049 feet in length, was laid for connecting the main line on the wharf, used by the Canadian Pacific Railway Company, with a yard for shipping cattle which the company inclosed on the wharf. The track was planked between and on each side of the rails, and was anchored down to blocks buried beneath so as to prevent its being floated or moved by ice in winter. Expenditure, $1,285.32.

Guard Pier.—The rounding up of the top of the embankment and finishing it to full height was resumed on August 30, at a point 385 feet from the Victoria Bridge, and was carried on to 5,225 feet from the bridge and there stopped at the close of the working season, December 5. The remainder of the pier is accessible to the floating derricks and can therefore be raised without the use of the land derrick and cars.

The quantities and kinds of stuff placed in the pier in 1899 are:

	Cubic yards.
Dredged from Windmill Point Basin and approach, shale, trap and hard-pan	9,642
Dredged from Island Shoal, hard-pan, gravel and sand	51,727
Dredged from Section 12, hard-pan and rock	750
Dredged from Section 43, Maisonneuve, stone and sand	150
Received from steamships, earth, &c.	262
Total cubic yards, scow and box measurement	62,531

The expenditures upon the guard pier to the end of 1899, and the proportion payable by the city, are as follows:

Expended to end of 1898	$ 338,919 57	
Expended in 1899	16,580 93	
Total Expenditure to end of 1899		$ 355,500 50
Proportion payable by the city to the end of 1899		80,593 68
Balance being net expenditure on the part of the Harbour Commissioners to end of 1899		$ 274,906 82

REPAIRS.

The total cost of maintenance and repairs of the harbour works in 1899 is $52,251.97, and it compares as follows with the expenditure of previous years:—

1875	$16,499	1888	$49,520
1876	35,711	1889	51,892
1877	26,077	1890	56,380
1878	18,974	1891	49,109
1879	18,819	1892	72,175
1880	17,330	1893	58,644
1881	16,159	1894	75,455
1882	27,962	1895	50,081
1883	35,768	1896	55,211
1884	44,869	1897	46,259
1885	42,158	1898	58,847
1886	64,989	1899	52,252
1887	64,984		

The breaking up and clearing away of the harbour ice occurred at an earlier date in spring than the average. The principal movements of the ice at the breaking up, and a movement which took place in winter, were as follows:

On the night of January 4 and 5, after a thaw, a heavy movement of the ice in the river outside of the Guard Pier and past its lower end, accompanied by a sudden rise of the water, took place and caused a movement of the entire field of ice inside the Guard Pier in an upstream direction through a distance of about 28 feet. The field moved in an unbroken mass and broke a number of electric light posts which had been left standing on the wharfs, and destroyed about 120 feet of the Montreal Warehousing Company's new grain carrier on the upper end of the Wind-

mill Point Basin wharf, by breaking and carrying away the feet of the high tressels on which it was supported and causing it to fall. The steamer *Filgate*, which was being wintered in the old canal basin, No. 1, was slightly injured by being shoved against the wharf wall, but the Harbour Commissioners' dredging fleet and the steamer *Paul Smith*, which were being wintered in the harbour just below the canal entrances clear of the wharfs, suffered no damage.

No other movement of ice occurred until the morning of March 16, when a slight shove took place in the main channel near the lower end of the gap, accompanied by a rise of the river from 26 to 29 feet depth on the lock sill. Other movements occurred in the St. Mary's current on April 11 and 13, and opened the central main channel from the Victoria Bridge to the Longueuil Ferry. On the 15th a quantity of ice came down from Laprairie Bay and, passing under the sheet at Hochelaga, caused a rise of the water to 32 feet on the lock sill. On the 16th a quantity of Lake St. Louis ice passed down the Lachine Rapids. On the 17th a movement took place in the Laprairie Bay, and enough ice passed down to completely fill the openings opposite the city and raise the water to 33 feet 8 inches. On the 17th a general movement took place, accompanied by a rise of water to 37 feet 2 inches. Heavy shoves followed on the 18th and 19th, accompanied by rises of water until it reached 38 feet 6 inches on the sill, the height of the top of the revetment wall, and the highest point during spring, at noon of the 19th. After this the ice gradually cleared away and the water fell until on the 24th it was at 26 feet.

Navigation commenced by the running about in the harbour of the Harbour Commissioners' tug, *St. Peter*, on the 21st. The Richelieu and Ontario Navigation Co.'s ferry boat *Longueuil* arrived up from Boucherville on the 24th, and the steam barge *Victoria* from Sorel on the 25th.

The heavy shoving of the ice at the high level of water on the 18th and 19th, caused the lodging of much ice on all the wharfs not protected by the guard pier. The following are the approximate quantities left on the several wharfs at the opening of navigation :—

Locality.	Dimensions.			
	Length.	Breadth.	Average Depth.	Quantities.
	Feet.	Feet.	Feet.	Cub. yds.
Sections 16 and 17, opposite St. Gabriel Street	150	25	4	694
Section 18, opposite Jacques Cartier Square	70	90	5	1,166
Section 19, Bonsecours Pier	100	95	3	1,055
Section 20, opposite Bonsecours Market	150	50	4	1,111
	90	40	4	533
Section 20, Victoria Pier—				
Upper End, aggregate	25	10	2½	23
Lower End, aggregate	150	100	11	6,111
Sections 21 to 23	950	100	5	17,600
Sections 23 to 27	1,030	95	14	50,737
Section 28	300	15	3	500
Sections 28 and 29	940	50	6	10,444
Sections 29 to 31, small cakes, say	...	...	...	20
Sections 31 to 33	1,150	60	8	20,551
Sections 33 to 35	1,400	50	5	13,000
Section 36	350	160	8	16,600
Section 37	490	125	4	9,074
Section 38	450	120	10	20,000
Section 39	150	100	5	2,777
Sections 39 and 40	400	100	9	13,333
Section 46, outer end of Sugar Refinery Pier	100	15	3	163
Total quantity cubic yards	...	...	...	185,492

The clearing away of the ice from the sites of the steamship sheds, ferry steamer berths and other places first required for use, was commenced on April 23, and was carried on with gangs of men, horse-scrapers and carts, assisted by two of the floating steam derricks, at such rate as was requisite, and by May 1 the wharfs were practically cleared. The force employed at the beginning was 125 men; by April 23 it had been increased to 350 men; on the 25th it was 700, and from that it was gradually decreased to the completion of the clearing on May 6.

Cost of ice clearing: men's wages and tools, $6,315.36; derricks' work, $345; total $6,660.36.

The pier in section 43, Hochelaga, was seriously injured by the shoving of the ice and the scour of the water across it. The cribwork was not damaged, but at about one-third of the length of the pier from the inshore end, a channel, of 4 to 10 feet deep and 85 feet wide, was cut across the pier, and macadamizing, earth filling and parts of the railway tracks were carried over into the basin at the down-stream side. Nearly the whole of the remaining area of the pier was ploughed across by the ice and much of the macadamizing carried into the basin.

In section 46 the macadamizing of the pier was also badly torn up and parts of it carried over the side, but the cribwork and railway tracks were not injured. The coping and face timber and planking of the wharfs, from section 24 at the Canadian Pacific Railway elevators to section 43, Hochelaga, suffered damage at several places.

The down-stream inner corner of the Victoria Pier, section 19, which is pile work, was badly damaged.

The following are the principal items of repair work done during 1899:

Section 5, Windmill Point Basin.—Screens of 4-inch plank, held by suitable timbers and tie bolts, were made and placed on the upper part of the mouths of the two raceways discharging into the head of the basin, in order to stop the surface current of the races and allow vessels to lie conveniently alongside the wharf. Cost, $221.89.

Sections 6 and 7.—Strong board fences were placed along the Commissioners' boundary line across the raceways of the Malleable Iron Co. and Peck, Benny & Co.'s to prevent the possibility of persons falling in. The gratings of all the raceways at the mouths of the culverts under the wharfs were also repaired to prevent bathers from being carried in.

Section 15.—The pile work of the down-stream side of the pier leading out to the Island wharf was repaired by cutting the piles down to the water line and substituting a framing and new top timbers and planking. Area, 20 feet by 60 feet. Cost $267.61.

A new paved stone foot-way was laid across the Island wharf.

Section 16.—An area of 45 by 25 feet, at the outer angle of the wharf, which had been lifted by the ice, was rebuilt with new top timbers and planking and two new piles.

Section 18.—The front of the cribwork above water, which is badly decayed, was stengthened by upright timbers and anchor bolts of 1½ inches by 32 feet, in order to make it stand until the proposed new wharf is built in front.

Section 19.—A new plank walk of 250 by 23 feet was laid throughout the length of the pier for the use of the ferry-boat passengers. Cost $220.10.

Section 20.—The pile work top of the down-stream corner of the Victoria pier, which was badly damaged by last winter's ice shove, was rebuilt with new piles and new top timbers and planking. Area repaired, 3,500 square feet. Cost $1,034.27.

The pile work along the inner side of the pier was repaired at several places by cutting and splicing piles and renewing timbers, &c.

A slip of 9 feet wide, 12 feet long and 3 feet deep at lower end, was made in the outer up-stream face of the pier for giving access to small steamers occupying it.

Sections 22 and 23.—The timber of 450 feet of the upper part of the cribwork wharf, which was built in 1862 and had become badly decayed, was entirely removed to a depth of 4 to 6 feet from the top. An examination of the bottom of the front of the wharf by a diver showed some undermining by the scour of the swift current, and the place was protected from further damage by driving a close row of fourteen piles in front. Cost, $2,856.79.

Section 24.—The cribwork of the wharf, which is old and was founded at about 16 feet depth at low water of 13 feet on the sill, had become undermined by the current and ships' propellers, and by the deepening of the basins to 27 feet at low water, and had settled down and pitched forward at the top throughout a length of 300 feet. It had already been protected and strengthened by close piling in front and it was, last summer, further secured by anchor bolts, 1½ inches in diameter by 48 feet long, put in at about 12 feet apart. The timber work was also renewed to 3 to 4 feet down and built up to proper height, and the filling and roadway in rear made good. Cost, $1,232.17.

Section 27.—The top of the wharf, which has been damaged by ice shoves, was repaired by renewing 50 feet in length of the upper two courses of coping timber. The filling which had gone out of the top of the cribwork was replaced.

Section 28.—Three places in the timber work of the wharf, of an aggregate length of 150 feet, which had been damaged by ice shoves, were repaired by renewing the upper three front courses and coping and the top planking and sleepers. Cost, $332.47.

Section 29.—Repairs were made to two places of the timber work where damaged by ice.

Sections 27 to 30.—The face planking, which had been much damaged in places by ice, was renewed or thoroughly repaired over an aggregate length of 1,425 lineal feet of front. The coping was also renewed at several places. Cost, $199.73.

Sections 30 to 35.—The upper timbers and coping of the cribwork were damaged in many places by the ice. Repairs were made by putting in 756 lineal feet of coping, 225 lineal feet of face timber and renewal of a considerable part of the top planking of 1,500 feet of wharf. Cost, $529.49.

Section 37.—Subsidence of the wharf filling and timber occurred in different places under the tracks of the coal towers, and repairs were made by wedging up the timbers and replacing the lost filling by broken rock. A careful examination of the front and foundation of the cribwork was made by the Commissioners' diver in December and the whole found in strong, safe condition. About 225 lineal feet of wharf just east of the coal tower tracks was repaired by renewal of the top and face planking and coping. Cost, $455.88.

Section 43.—The pier, which was seriously damaged by ice and scour, as above described, was repaired by putting about 8,200 cubic yards of earth and rock in the scoured out places; putting down 47 toises of new macadam and levelling and replacing what remained; furnishing rails and ties for 240 feet of railway track; relaying 350 feet more which had been displaced, and securing with anchor bolts the whole 700 feet; putting new top planking on 25 feet of the up-stream outer end and replacing a few face planks which had been torn off. Cost, $4,233.11.

Section 46.—The macadamizing of the pier, which was somewhat damaged by the ice, was re-surfaced and repaired.

Sections 74 and 75, Longue Pointe.—The macadamizing of the two wharfs were re-surfaced and repaired.

General Repairs.—Ordinary general repairs were liberally made wherever needed upon the roadways and timber work of the wharfs, and the whole kept in good condition. The watering and cleaning of the roadways was also efficiently carried out. Macadamizing stone to the extent of 531 toises was used in the maintenance of the roadways, and was distributed as follows:

	Toises.
Sections 5 to 10	53
Sections 12 to 20	97½
Sections 21 to 30	170¼
Sections 31 to 40	119
Sections 41 to 47	91
Total	530¾

Electric Lighting.—Tenders for lighting the wharfs by arch lamps of 9.6 amperes were called for in April last, and a contract given to the Royal Electric Co., the lowest tenderers, for lighting for three years, at 15 cents per lamp per night.

Lighting was commenced on April 26 with three lamps, nine more were added on the following day, and by May, 57 lamps were in operation. The number was gradually increased to 101 lamps on the 15th, to 114 on the 18th and 116 on May 26. On August 11 two lamps were put on the new pier at section 17; on August 25 another was added, and on the completion of the pier in November, five additional lamps were put on, making eight lamps in all on the new pier. Some lamps were removed from the Allans' sheds early in November, and, as the sheds of other companies were taken down, the lamps were removed from them also.

On December 6, the lamps between the Longueuil Ferry and the east end of the harbour were discontinued, and by the 11th the whole of the lighting, with the exception of three lamps at the Longueuil Ferry, had been discontinued. The lights at Longueuil Ferry were kept in operation for the convenience of Longueuil Ferry passengers until December 30, at which date the ferry-boat ceased running and the lights were discontinued.

The greatest number of lamps in use at one time was 122, and the total lighting for the season was equivalent to 25,635 lamps for one night. The total cost was $3,845.25

NOTES.

Wintering Vessels.—A twin hull cattle boat belonging to Messrs. Gordon, is being wintered in the harbour alongside the Harbour Commissioners' dredging fleet, opposite the entrances of the Lachine Canal and is the only vessel, besides those of the commissioners,' which is taking advantage of the winter harbour.

Grain Conveyor.—Montreal Warehousing Company's high level conveyor on sections 5 and 6, Windmill Point Basin, which was demolished by the ice in January, 1899, was rebuilt on strong supports early in the summer, and was lengthened to reach 500 feet along the basin, so as to load large ships. The extension was made under a new agreement between the Harbour Commissioners and the company, dated June 13, 1899, and the former agreement of June 15, 1898, was annulled.

Coal Pocket.—The Dominion Coal Co., built upon sections 4s and 5s, early in summer, an elevated coal pocket of cribwork foundations and steel framing, provided with modern and highly efficient machinery for unloading coal from ships and discharging into carts and railway cars. The pocket is 412 feet by 27 feet and of 50 feet height; the storage capacity is 6,000 tons and the unloading capacity is 1,000 tons per hour.

Cattle Shipping Yard.—The Canadian Pacific Railway Co., inclosed a cattle yard on the wharf on section 32, on space allotted by the Commissioners, for the purpose of receiving cattle from railway cars and sending them to ships by lighters. The yard is 300 feet long by 40 feet wide and is accessible to boats on one side and to cars on the other.

DREDGING PLANT AND DREDGING.

The dredging plant used in 1899 is all owned by the Harbour Commissioners, and consisted of three dipper dredges, five floating derricks, one single land derrick, one drilling and blasting boat, five tug-boats, twenty-one flat deck scows, two hopper bottom scows, a testing boat and a floating shop. Dimensions and other particulars of the different vessels are given in the annexed table.

In addition to the plant which was used, the Commissioners have two dipper dredges which have become unsuited to the present harbour works, and are for sale.

The land derrick was wintered on the guard pier and all the floating plant was wintered in the Windmill Point Basin, opposite sections 6, 7 and 8.

In a movement of the field of ice, which took place on January 4, the floating plant was moved with it a distance of about 28 feet, but suffered no damage.

The repairs to the hulls and machinery of the dredging fleet were made by the Commissioners' own men, with the exception of foundry work and some heavy machine work and forging, which were done at neighbouring shops, and steel castings, which

were procured partly in Montreal and partly in the United States. The repairs to both dredges and derricks were heavier than usual, mainly for the reason that they were worked both night and day, instead of day only, and that the dredging, where not in rock, was in very tough silt, which required the utmost power of the dredges to break it up.

The following are the principal items of repairs made to the several vessels during the year :—

Dredge No. 1.—Crank shaft pinion renewed in iron and afterwards in steel; iron intermediate spur wheel replaced by a steel one; six foot sheave under deck renewed twice; two new brackets for holding spud rope sheaves below deck; two new sheaves on top of forward spuds; new friction clutch driver for stern spud drum; bucket handle of wood with steel plating, replaced by a new one wholly of steel; plain grate bars replaced by a set of rocker bars; feed water heater taken out and discarded and exhaust pipe altered; funnel renewed; steel bucket rope renewed twice; one pair of steel swinging table ropes renewed; upper steel spud ropes of both forward spuds renewed; stern spud chain replaced by steel rope; anchor straps of back stays of *A* frame renewed; planking of top sides of hull renewed; oak covering board renewed; deck partly renewed; hawse pipes of backing chain renewed three times.

Dredge No. 2.—Heater discarded and taken out; exhaust pipe altered; iron pinion on crank shaft replaced by a steel one; iron pinion on intermediate shaft replaced by one of steel; one spur wheel of main drum temporarily repaired where cracked in rim; main drum temporarily repaired; new bushing and key in six-foot sheave under deck; new bush in six-foot sheave at upper end of boom; lower end of boom strengthened with steel plates; back-stay of *A* frame repaired; steel bucket rope renewed twice; one swinging rope renewed; new hinge for holding forward spud keeper; hawse pipe for backing chain renewed four times.

Dredge No. 3.—New grates with revolving bars put in boiler in place of ordinary grates; heater discarded and taken out; exhaust pipe altered; main hoisting drum temporarily repaired where cracked; six-foot sheave under deck renewed; one bracket for holding forward spud sheaves under deck replaced by an old spare one, and the other replaced by a new one; bed plate of pivot of foot of boom replaced by a new one; forked pivot casting on top of *A* frame replaced by a new one; two large bolts renewed in forward spud hinge; chain for hoisting after spud taken out and replaced by a steel rope; steel bucket rope renewed four times; hawse pipe of backing chain renewed six times.

Derrick No. 2.—Put into drydock and caulked; *A* frame strengthened; clam shell repaired.

Derrick No. 4.—Phosphor bronze bushes of spud drums renewed; clam shell temporarily fitted with teeth for clearing ice off wharfs in spring; steel main ropes of forward spuds renewed; hoisting rope of clam shell renewed; complete set of spuds put on to replace a set broken by a field of running ice in spring; one spud renewed during summer.

Derrick No. 5.—Bevel wheels of spud gearing renewed by two new ones of iron and one of these afterwards replaced by a steel one; clam shell bucket temporarily fitted with teeth for clearing ice off the wharfs in spring; two spuds renewed.

Derrick No. 6.—Bevel wheel of spud gearing renewed in iron; clam shell temporarily fitted with teeth for clearing ice off wharfs in spring.

Tug Aberdeen.—Piston refitted and ground; a broken set of propeller blades replaced by a new set; new rocker grates put in.

Tug St. Peter.—Boiler repaired with a patch on the front of the furnace and another on the side; new head put on rudder to replace broken one; broken stem replaced by a new one.

Drill Boat.—New upright boiler of 4 feet diameter by 10 feet high added to replace a former one which had been taken off; funnel of large boiler renewed; one new drill cylinder made; slides of drill frames repaired; put into dry dock and caulked in the corners and sides and in parts of bottom.

Scows.—Flat scow No. 31 was largely rebuilt; the bracing of the hog frames, the deck beams, deck and deck covering were all renewed and other parts were overhauled and repaired where requisite. Fifteen other flat scows were lightly repaired in the fender ribbons, decks, sides and ends.

Dredge Boxes.—About 100 boxes were almost wholly re-built and repairs were made to all others.

Derrick Floats.—The three timber floats used in front of derricks 4, 5 and 6, which had become decayed and much damaged, were replaced by new ones of much stronger build.

Punts.—Twelve punts of 16 to 18 feet long, were built to increase the stock or to replace others worn out or destroyed by accident.

Spares.—The following spare parts were made:

A steel bucket handle (afterwards put on dredge No. 1).

A seven-yard dredge bucket.

Two four-yard clam shells of new pattern.

A propeller 7 feet 10 inches diameter (afterwards put on new tug *Robert Mackay*).

Three Douglas fir forward spuds for dredges, 36 inches square by 60 feet.

One Douglas fir after spud for dredges, 24 inches square by 60 feet.

Three Douglas fir spuds for derricks, 21 inches square by 66 feet.

The following buckets were repaired for general use:

Two seven-yard dredge buckets had the lips renewed.

Five new doors were fitted to dredge buckets.

Three old clam shells for the large derricks were thoroughly overhauled and repaired.

Dredges 6 and 7 were cared for but not used.

Derrick No. 3, built in 1875.—The wooden hull had become unfit for service by decay and the derrick was therefore dismantled. The machinery was stored at the shipyard on the pier and the hull used as a floating store for the ship carpenters.

Tug M. P. Davis.—The wooden hull, built in 1879, was unfit for longer use and not worth repairing. The machinery and valuables were therefore taken out and the hull abandoned.

NEW PLANT.

In view of the large extent of the harbour works undertaken, the Commissioners ordered the building of the following additional working plant, which was carried out:

Tugboat *Robert Mackay*, for attending dredges: length between perpendiculars, 71 feet; length all over, 81 feet 9 inches; moulded breadth, 17 feet 6 inches; depth 10 feet; steel hull; mainly according to Lloyd's requirements for highest classification, but in some respects of greater strength, in order to suit it for its special service; fore and aft compound engine, with cylinders of 16 and 32 inches diameter and 24 inches stroke; jet condenser and independent air pumps; boiler with rectangular furnaces and return tubes, having 1,500 square feet heating surface and certified for 140 pounds per square inch working pressure; steam stearing gear; steel deck house, having accommodation for day and night crews, and room in wheelhouse for ten passengers. Built by Messrs. Carrier, Laïne & Co., at Lévis, Que., according to plans and specifications of the Commissioners' Chief Engineer. Contract price, delivered and equipped complete, $20,482. Delivery was to have been made by May 1, 1899, but was not made until September 24.

Derrick No. 1.—A floating derrick for unloading dredgings from flat deck scows, with wooden hull, 74 feet 8 inches long by 26 feet 4 inches wide over frames and 76 feet long by 27 feet 6 inches wide over guards, 7 feet 6 inches depth over deck and floor beams and 8 feet over planking. The main machinery and boiler are those of one side of the double land derrick used in the construction of the guard pier, the same as those of the large floating derricks, and of the following particulars: horizontal non-condensing hoisting engine, with two cylinders 12 inches diameter and 14 inches

stroke, driving, by double gearing, a hoisting drum of 24 inches diameter and a tripping drum of 36 inches diameter; swinging engine, with two cylinders 7 inches diameter and 8 inches stroke; spud gear worked from main engines and the spuds lifted and pinned up by wire ropes working on drums, which are driven by friction clutches and held fast by friction brakes; boiler of locomotive type 45 inches diameter of shell and 14 feet length; boom 79½ feet long to centre of upper sheaves, set to a horizontal reach of 69 feet from the centre of turntable and middle line of hull; clam shell (or grapple) bucket, ordinarily used for unloading scows, of 4 cubic yards capacity, closed and lifted by sheaves and a one inch diameter steel rope, which is connected single with the hoisting drum, and opened by a similar rope connected with the tripping drum; main and swinging engines and boiler built by John McDougall, Montreal, in 1892-3; other machinery and the hull built at the Commissioners' shops in 1899; set to work November 9; cost, exclusive of original machinery, $12,052.46.

Dumping Scows Nos. 36 and 37.—Two dumping scows of 200 cubic yards capacity each, for serving dredges; wooden hulls, chiefly of southern pitch pine. Dimensions of each over all: length, 106 feet; breadth, 26 feet 10 inches; depth, 9 feet 6 inches; five pockets of 40 cubic yards each when filled level with deck; doors, 15 feet 9 inches by 4 feet 6 inches each leaf, giving a clear opening of 8 feet by 15 feet 9 inches, all five pairs opened and closed simultaneously by a pair of hydraulic cylinders worked from the force pumps of the tug or dredge. Built at the Commissioners' shops in summer of 1899. A third similar dumping scow was also built nearly complete, except the gates and the apparatus for working them Expenditure on the three in 1899, $25,679.53.

Dredge No. 4.—A contract was made in December, 1898, for the building of a dredge similar to the Commissioners' other dredges, Nos. 1, 2 and 3, but with steel hull and stronger machinery. Delivery was to have been made by June 1 last, but had not been made at the close of navigation last fall, and now cannot be made until the approaching opening of navigation.

Repairing Berth.—The necessity of using every part of the harbour wharfs for last year's shipping deprived the dredging fleet of a repairing berth at any of them. As a temporary measure, the guard pier was taken possession of and a light pile wharf of 116 feet by 50 feet was built on the inner or west side for the use of the dredging fleet and the ten ton hand derrick was placed upon it. The floating machine shop was moored at the end and a wooden carpenter's shop was built on the top of the bank opposite.

The dredging fleet was served throughout the summer by the tugs *St. Peter*, *St. Louis* and *Aberdeen*, and, after October 7, by the new tug *Robert Mackay*. Service was also rendered by the small tug *M. P. Davis* in carrying men and stores, running messages, &c. About one-third its time was occupied in this way, the remainder being occupied in towing timber and other services for the wharf-building work.

The dredges were got to work in the spring as soon as the clearing away of the ice permitted. Dredge No. 1 commenced work on April 26; No. 3 commenced on April 27, and No. 1 on May 1. The completion of the large new pier in sections 18 and 19 by the close of navigation and the undertaking of other works in contemplation involved an extent of dredging beyond the capacity of the three dredges if worked by day only, and two of them were therefore worked night and day as long as was necessary to supply the deficiency. Night work was started by dredge No. 1 on June 19, and by No. 1 on July 3, and both continued night and day work until the close of the working season. Dredge No. 2 worked by day only. Dredge No. 1 was stopped for the season on November 30, No. 2 on December 1, and No. 3 on December 5. All were employed in harbour work throughout the summer, except No. 1, which was used from May 28 to June 23, inclusive, in dredging out the ss. *Gallia*, which ran aground at Isle de Grace, Lake St. Peter, at the time of falling water. The aggregate number of shifts or watches during which they were on duty on the harbour works, reckoning all days of the day dredges and all nights and days of the night-and-day dredges, except those of Sundays and holidays, was: for No. 1, 287 day and night shifts; for No. 2, 187 day shifts, and No. 3, 331 day and night shifts, making in all 805 shifts. The nominal working hours of each shift were eleven, except in spring and fall, when they were ten; and the aggregate for all the dredges throughout the season was 8,485 hours. The aggregate of actual

working time, that is the time which the dredges actually dredged, exclusive of that lost for repairs, changing positions, detention by ships, irregularities of scow service, and all other causes, was 6,222 hours, or an average of 73⅓ per cent of the nominal working hours. The percentage of time of actual working is smaller than the average of recent years, mainly because of the conditions incident to night work. Repairs, changing of buckets, changing of places of work, overtaking irregularities in scow service and such like, which, when working by day only could be made good by overtime, must when working both night and day, be made good in working hours, and therefore involve detention.

Derricks Nos. 4 and 5 were set to work on April 24, clearing ice from the wharfs; No. 4 was employed for three days and No. 5 for 8½ days. Derricks No. 2 and 6 commenced unloading scows on April 27, and the new derrick No. 1 on November 9. No. 2 was not worked between July 21 and August 29, and was entirely withdrawn from service on October 18, but the others were kept at work until the end of the season. Derrick No. 4 was worked night and day from the time of commencing night work to the end of the season, and the other derricks were worked sometimes by day and night and sometimes by day only, as found necessary.

Drilling and blasting was commenced by the drill boat on May 1 and work was continued until November 28, when it was sent into Cantin's dock, for slight repairs to the hull previous to being wintered with the fleet in the harbour.

The total outlay for working the whole fleet, except the drill boat, was $100,162.95, which embraces the entire cost of working the plant and machinery, including repairs, outfit, wages, salaries, management charges, insurances, allowance for depreciation of plant, and all charges of every kind, except interest on capital. The allowance for depreciation of plant is $15,726.49, and it includes not only the estimated depreciation of the plant in use in 1899, but that upon all the Commissioners' dredging plant whether in use or not. It is also to be noted in making comparison with previous years, that depreciation was not included in the cost of dredging in any year previous to 1899.

The cost of maintaining and working the three dredges and the tugs and scows which served them, was $74,831.69, or an average of $92.96 per day per dredge.

The cost of maintaining and working the five floating derricks for unloading scows was $25,331.26, or $27.56½ average per day for 919 days' aggregate service.

The following are the comparative costs and quantities of dredging for 1899, and for previous years,—

Years.	Cubic Yards Dredged.	Total Cost	Cost per Cubic Yard.	Remarks.
		$	$ cts.	
1875	151,719	68,979	0 45	
1876	156,082	55,462	0 $35\frac{50}{100}$	
1877	173,499	45,103	0 26	
1878	211,731	48,748	0 23	
1879	189,609	41,006	0 $21\frac{53}{100}$	
1880	186,430	46,914	0 $25\frac{16}{100}$	
1881	170,764	54,128	0 $31\frac{68}{100}$	
1882	187,339	53,598	0 $28\frac{60}{100}$	Spoon dredges and stone-lifters.
	9,429	13,254	1 $40\frac{60}{100}$	Elevator dredges.
	196,768	66,852	0 $33\frac{96}{100}$	Totals and average.
1883	36,358	17,956	0 $49\frac{38}{100}$	Spoon dredges and stone-lifters.
	6,990	19,385	2 $77\frac{50}{100}$	Elevator dredges lifting rock and boulders and clearing up.
	43,348	37,341	0 $86\frac{14}{100}$	Totals and average.
1884	125,648	49,468	0 $39\frac{37}{100}$	Spoon dredges and stone-lifters.
1885	69,494	28,563	0 $41\frac{10}{100}$	" "
1886	57,728	25,772	0 44	" "
1887	36,993	23,259	0 62	" "
1888	73,150	36,690	0 $50\frac{16}{100}$	" "
	2,077	1,333	0 $64\frac{15}{100}$	Elevator dredges.
	75,227	38,023	0 $50\frac{54}{100}$	Totals and average.
1889	205,283	54,574	0 $26\frac{58}{100}$	Spoon dredges and stone-lifter.
	9,420	2,996	0 $31\frac{80}{100}$	Elevator dredge.
	214,703	57,570	0 $26\frac{81}{100}$	Totals and average.
1890	186,670	53,674	0 $28\frac{60}{100}$	Spoon dredges and stone-lifter.
1891	259,267	49,571	0 $19\frac{12}{100}$	Spoon dredges.
	43,290	14,232	0 $32\frac{87}{100}$	Elevator dredge.
	302,557	63,803	0 $21\frac{3}{100}$	Total and average.
1892	361,947	93,595	0 $25\frac{88}{100}$	Spoon dredges.
1893	235,280	93,070	0 $39\frac{55}{100}$	"
1894	312,430	98,858	0 $31\frac{64}{100}$	"
1895	496,528	99,400	0 $20\frac{3}{100}$	"
1896	401,938	103,317	0 $25\frac{70}{100}$	"
1897	284,844	68,211	0 $23\frac{95}{100}$	"
1898	456,458	61,012	0 $13\frac{37}{100}$	"
1899	963,131	100,163	0 $10\frac{77}{100}$	"

It will be noticed that notwithstanding the disadvantages of night work, and the addition of the allowance for depreciation of plant in 1899, the average cost of dredging in that year was decidely lower than in any previous year, and that it was only about one-third to one-half of the usual averages.

The cost and character of the dredging in different parts of the harbour in 1899 are given below. All the quantities are either scow measurements from the tallied number of flat deck and dumper scow loads of measured average capacity, or box measurement from the tallied number of boxes placed on scows, containing four cubic yards per box.

The cost of dredging in each case includes its proportion of all the costs of maintaining and working the dredges, tugs and scows, as explained on p. 25; but does not include the cost of unloading the dredgings from scows by derricks, which is separately given.

Sections 5 to 10 (Windmill Point Basin).—The dredging of 1899 chiefly consisted in dredging up blasted and partly blasted rock on the south-east side of the basin in sections 7 to 10, and for the remainder in cleaning up the work of former years in different parts of the basin Total quantity dredged, 43,738 cubic yards, scow and box measurement, shale and trap rock with some earth; average cost 19⅜ cents per yard; depth of water to which dredging was done, at the then existing stage of water, 30 to 38 feet Unloading dredgings by floating derricks and filling into cribwork or cars, 3¼ cents per yard additional.

Section 11 (approach to Windmill Point Basin).—Deepening and widening the channel; shale and trap rock, part blasted and part not, boulders, gravel and hard-pan; 30 to 38 feet depth; 5,396 cubic yards, scow and box measurement; cost 10¾ cents per yard. Unloading by floating derricks and filling into cribwork or cars, 3¼ cents per yard additional.

Section 12.—Dredging out old pile and cribwork wharfs, cutting into bank in rear and deepening for site of new cribwork wharf; the cutting was chiefly of soft earth in the upper part, but hardening with increase of depth to hard-pan at the bottom, 34 to 36 feet depth; 18,289 cubic yards, scow and box measurement, cost 17¼ cents per yard, part unloaded by floating derricks cost 3¼ cents per yard additional.

Cleaning out ships' berths; mud and rubbish overlying hard-pan; 30 to 35 feet depth; 750 cubic yards scow measurement; cost 17¾ cents per yard. Unloading by derricks, 3¼ cents per yard additional.

Section 14.—Dredging sites for the cribwork of the new pier; sewage deposit, mud and hard-pan; 34 to 36 feet depth; 5,650 cubic yards, scow and box measurement; cost 9½ cents per yard. Unloading by derricks 3¼ cents per yard additional.

Section 17.—Dredging sites for the cribwork of the new pier; chiefly tough silt; 35 to 38 feet depth; 57,324 cubic yards, scow and box measurement; cost 7¾ cents per yard. Part unloaded by derricks cost 3¼ cents per yard additional.

Sections 22 and *23.*—Deepening the basin and cleaning out ships' berths; chiefly fine grained hard packed silt; 32 to 35 feet depth; 26,700 cubic yards, scow and box measurement; cost 7 cents per yard. Unloading by derricks, 3¼ cents additional.

Section 43.—Cleaning out ships' berths; soft sand and silt; 32 to 36 feet depth; 3,150 cubic yards, scow measurement; cost 11⅞ cents per yard. Unloading by derricks, 3¼ cents additional.

Sections 43 to 46.—Dredging on sides of shoal; chiefly coarse sand; 35 to 40 feet depth; 9,900 cubic yards, scow measurement; cost 1·06 cents per yard. Unloading by derricks, 3¼ cents per yard additional.

Island Shoal.—Dredging inner side of shoal and making a channel through the shoal; tough silt of variable quality; the upper part, to a depth of 3 to 6 feet, was generally so tough and hard that the bucket teeth did not cut and crumble it like ordinary earth, but split it off in masses with a cleavage like rock; beneath was softer stuff, but still tough, difficult dredging. The depth of water on the shoal where dredged was generally from nothing to 10 feet, and on the remainder from 10 to 20 feet; the depth to which dredging was done was 25 to 38 feet. Dredges worked nearly always night and day. Quantity dredged, 781,514 cubic yards, scow and box measurement; cost 6¾ cents per yard. Of this 695,427 yards were unloaded from the scows by derricks into cribwork and in rear in making the new pier in sections 17 and 18, and the new pier and wharf sections 12 to 15. Cost of such unloading, 3¼ cents per yard.

Aggregate Dredging.—The aggregate quantity dredged at all places during the year was 963,131 cubic yards, box and scow measurement, and the average cost was 7·551

cents per yard. Of this quantity 177,510 cubic yards were carried and discharged by dumping scows, the cost of which is included in the dredging. The remaining 785,621 cubic yards were carried on flat scows, either on the open deck from which it was unloaded by clam shells and floating derricks, or in 4 yard boxes which were lifted and dumped by the derricks. All the dredged stuff thus unloaded by derrick was deposited in or behind cribwork for wharf building, and on the site of future wharf extension at Windmill Point, and on cars for making the guard pier. The average cost of the whole derrick work, apart from the scow service, was 3·22 cents per cubic yard, scow or box measurement.

Rock Blasting.—The rock drilled and blasted was Utica shale and trap, the trap being imbedded in the shale in beds, veins and pockets, in the proportion of about two-thirds of trap to one-third shale ; grade line of finished bottom, 38 feet to 30 feet below water surface at the time of working.

Working days, May 1 to November 28	180 days
Working time per day	11 hours.
Number of holes drilled and blasted	4,395 holes.
Average depth of each hole, in rock	7·48 feet.
Average depth of each hole from surface of water.....	32·10 feet.
Total quantity of rock drilled and efficiently blasted, measured in solid to 6 inches below finished bottom	20·486 cub. yds.
Total cost including depreciation of plant	$16,273.83
Cost per cubic yard, measured in solid	79·83 cents.

Appended are tables giving additional particulars of the dredging work and dredging plant in 1899.

Yours respectfully,

JOHN KENNEDY,

Chief Engineer.

-s and Scow Service for 1899.

Vessels.	Dredge Service.	Tug Service.	Scow Service and Sundries.	Dredge with Tug and Scow Service added.	Time of Service.	Cost per Working Day of Dredge.	Quantity Dredged.	Average cost per cubic yard.	Additional cost for unloading by derricks.	Proportions of Materials Dredged.	
	Cost.	Proportion of Cost.	Proportion of Cost.	Cost.						Earth.	Rock.
	$ cts.	$ cts.	$ cts.	$ cts.	Days or Nights.	$ cts.	Cub. yds.	cts.	cts.	p. c.	p. c.
Dipper dredge No. 1	14,852 33	6,571 05	5,330 65	26,754 03	287	93 22	320,469	·0835	·03222	66½	33½
" No. 2	10,845 35	4,281 45	3,473 30	18,600 10	187	99 47	148,435	·1253	·03222	100	.....
" No. 3	15,751 30	7,578 39	6,147 87	29,477 56	331	89 06	494,227	·0596	·03222	100	.....
Totals and averages	41,448 98	18,430 89	14,951 82	74,831 69	805	92 96	963,131	·0755	.....	94¾	5¼

For full particulars of materials dredged at different places by the various dredges, see detailed statements in the preceding report.

HARBOUR DREDGING.—Statement showing particulars of Cost of working the different Vessels employed in Harbour Dredging in 1899.

Vessels.	Repairs and Maintenance.	Fuel.	Wages.	Proportion of Salaries of Staff.	Estimated Depreciation of Plant.	Grand Totals.		Service—Days or Nights.	Cost per Day or Night.
						Cost.	Total cost.		
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		$ cts.
Dipper dredge No. 1	5,510 42	2,299 71	5,096 85	685 40	1,259 95	14,852 33		287	51 75
" No. 2	3,652 07	1,599 36	3,692 84	480 50	1,420 58	10,845 35		187	58 00
" No. 3	4,941 45	2,865 79	5,656 39	723 31	1,564 36	15,751 30		331	47 59
Dipper dredges—Totals	14,103 94	6,764 86	14,446 08	1,889 21	4,244 89		41,448 98	805	51 49
Floating derrick No. 1	240 76	140 35	513 92	48 07	.....	943 10		23	41 00
" No. 2	905 92	342 72	1,685 71	157 62	420 56	3,512 53		142	24 73
" No. 4	1,565 51	1,057 33	3,905 08	347 79	447 09	7,322 80		281	26 06
" No. 5	1,096 47	851 16	3,861 72	310 99	469 87	6,590 21		224	29 42
" No. 6	902 02	1,025 23	4,211 75	329 81	493 81	6,962 62		249	27 96
Floating derricks—Totals	4,710 68	3,416 79	14,178 18	1,194 28	1,831 33		25,331 26	919	27 56
Tug Aberdeen	851 45	1,863 46	2,741 75	293 16	929 38	6,679 20		313	21 34
" St. Peter	643 02	1,335 03	2,498 65	240 51	502 54	5,219 75		293	17 82
" St. Louis	413 08	784 99	1,746 53	158 47	334 68	3,437 75		203	16 93
" Robert Mackay	165 54	463 49	847 26	79 30	.....	1,555 59		80	19 44
" M. P. Davis	214 49	351 07	784 52	72 52	116 00	1,558 60		198	7 77
Tugs—Total	2,287 58	4,798 04	8,618 71	843 96	1,882 60		18,430 89	1,087	16 96
Scows and plant not in use	6,974 56	.....	.....	432 09	7,545 17	.....	14,951 82	.....	.....
Grand totals	28,076 76	14,979 69	37,242 97	4,359 54	15,503 99	.....	100,162 95	.....	.....

Places where Dredges worked.	Vessel.	Time of Service.		Quantities Dredged.		Character of Soil.
		Days and Nights.	Totals.	Cubic Yds.	Total Yds.	
Windmill Point, sections 7 to 10	Dredge No. 2	86½	86½	43,758	43,758	Trap and shale rock, some hardpan and earth.
Entrance to Windmill Point	Dredge No. 2	6½	6½	5,936	5,936	Trap and shale rock, some hardpan, gravel and boulders.
Island Shoal, sections 12 to 20	Dredge No. 1	238¾		285,044		Hardpan, silt and stones.
" " "	" No. 2	57½		54,777		Tough silt and stones, some hardpan and shale.
" " "	" No. 3	276	572¼	441,693	781,514	Tough silt and stones, some hardpan and shale.
New Pier, section 17, crib seats	Dredge No. 1	3		3,400		Silt and sand.
" " "	" No. 2	27½		39,000		Tough silt and stones.
" " "	" No. 3	16	46½	14,924	57,324	Silt, sand and stones.
New Pier, section 14, crib seats	Dredge No. 1	5¾		5,650		Hardpan and some shale.
" " "	" No. 3	16¾	22½	10,160	15,810	Silt and stones, some hardpan and rock.
New Wharf, section 12, crib seats	Dredge No. 1	24¼		13,325		Hardpan, sand and timber.
" " "	" No. 2	9	33¼	4,964	18,289	" " "
Clearing berth, section 12	Dredge No. 3	1½	1½	750	750	Hardpan, some rock.
Deepening berth, sections 22 and 23	Dredge No. 3	20¾	20¾	26,700	26,700	Gravel, sand and stones.
Deepening sections 43 to 46	Dredge No. 1	11¼	11¼	9,900	9,900	Sand.
Clearing berth, section 43	Dredge No. 1	4	4	3,150	3,150	Sand, stone, macadamizing stone, &c.
	Grand totals		805		963,131	

HARBOUR DREDGING.—Abstract of Work done by each Dredge for the Harbour of Montreal in 1899.

Vessels.	Places at which Dredging was done.	Time of Service.		Quantities Dredged.		Character of Soil.
		Days and Nights.	Total.	Cubic Yards.	Total Yards.	
Dredge No. 1	Island shoal	238¾		285,044		Hardpan, silt and stones.
	New pier, section 17, crib seats	3		3,400		Silt and sand.
	New pier, section 14, crib seats	5¾		5,650		Hardpan and some rock.
	New wharf, section 12, crib seats	24¼		13,325		Hardpan, sand and timber.
	Section 43, clearing up	4		3,150		Sand, stone, macadam, &c.
	Sections 43 to 46, deepening	11½		9,900		Sand.
			287		320,469	
Dredge No. 2	Island shoal	57½		54,777		Tough silt and stone, some hardpan and shale.
	New pier, sections 17 and 18, crib seats	27½		39,000		Tough silt and stones.
	New wharf, section 12, crib seats	9		4,964		Hardpan, stones and timber.
	Entrance to Windmill Point	6½		5,936		Trap and shale, some hardpan.
	Windmill Point	86½		43,758		" " "
			187		148,435	
Dredge No. 3	Island shoal	276		441,693		Silt, sand and stones, some shale.
	New piers, sections 17 and 18, crib seats	16		14,924		Silt, sand and stones.
	New pier, section 14, crib seats	16¾		10,160		Silt and stones, hardpan and rock.
	Deepening berths, sections 22 and 23	20¾		26,700		Gravel, sand and stones.
	Clearing out berth, section 12	1½		750		Hardpan, some rock.
			331		494,227	
	Grand totals		805		963,131	

List of Harbour Commissioners' Dredging Plant, 1899.

Description of Vessel.	Hull. Length over all.	Hull. Breadth of Beam.	Hull. Depth over all.	Hull. When Built.	Engines. Kind of Engine.	Engines. Number of Cylinders.	Engines. Diameter of Cylinders.	Engines. Length of Stroke.	Engines. Pressure of Steam.	Capacity of Bucket.	Depth to which Dredge can work.	Remarks.
Dredges.	Ft. in.	Ft. in.	Ft. in.				Inches.	Inches.		Yds	Ft.	
Boom spoon dredge, No. 1	90 0	36 0	9 6	1890–1	Horizontal, non-condensing.	2	16	18	110	7	40	Wooden hull.
" " No. 2	90 0	36 0	10 3	1892		2	16	18	128	7	40	" "
" " No. 3	90 0	36 0	10 3	1894		2	16	18	120	7	40	" "
" " No. 6	77 0	27 0	7 6	1874		1	14	16	85	2½	35	Rebuilt and altered, 1892.
Crane " " No. 7	77 3	27 0	7 0	1874		1	14	16	85	1½	32	Rebuilt in 1889.
Derricks.												
Clam shell derrick, No. 1	76 0	27 6	8 0	1899	Horizontal, non-condensing.	2	12	14	110	...	...	Wooden hull.
" " No. 2	57 0	23 6	5 9	1872		2	7	12	85	...	...	" "
" " No. 4	75 0	26 10	7 6	1892		2	12	14	110	...	...	" "
" " No. 5	75 0	26 10	7 6	1892		2	12	14	110	...	...	" "
" " No. 6	75 0	26 10	7 6	1892		2	12	14	110	...	...	" "
Land derrick	42 0	40 0	...	1892–3		2	12	14	110	...	...	Wooden framing. Altered 1899.
Drilling and blasting boat	80 0	27 0	5 6	1895	...	...	...	...	110	...	...	Three 5-in. steam d
Tug Boats.			Hold.									
Tug St. Louis	67 0	15 0	8 7	1875	Vertical non-condensing.	1	16	20	85	...	...	Wooden hull rebuilt in 1891.
" St. Peter	71 6	16 6	8 6	1875		1	20	22	85	...	...	" "
" M. P. Davis*	40 5	10 7	5 3	1879		1	10	12	95	...	...	Wooden hull.
" Aberdeen	79 3	18 3	9 0	1895	Vertical condensing.	1 1	16 32	24	125			Steel hull.
" Robert Mackay	81 9	17 6	10 0	1899		1 1	16 32	24	140			" "
Testing boat	73 3 73 3	14 0 14 0	Over all. 3 1 3 1	1897	...	...	...	...	...			Two wooden scows, braced 16 ft. apart.
Floating shop	135 0	29 0	10 0	...	...	...	...	...	...			Wooden hull.

List of Harbour Commissioners' Dredging Plant, 1899—*Concluded.*

Description of Vessel.	Hull.				Engines.					Capacity of Bucket.	Depth to which Dredge can work.	Remarks.
	Length over all.	Breadth of Beam.	Depth over all.	When Built.	Kind of Engine.	Number of Cylinders.	Diameter of Cylinders.	Length of Stroke.	Pressure of Steam.			
Scows.	Ft. in.	Ft. in.	Ft. in.		Capacity.		Inches.	Inches.		Yds	Ft.	
1 flat-deck scow No. 6	70 5	18 0	5 0	1873	45 cubic yds.	.....	.....	.....	.....	....	...	All wood.
1 " " No. 11	70 0	18 3	5 1	1874	45 "	.....	.....	.....	.....	...	...	"
1 " " No. 17	75 0	20 2	6 0	1876	67½ "	.....	.....	.....	.....	...	...	"
1 " " No. 18	75 4	20 4	6 3	1876	67½ "	.....	.....	.....	.....	...	...	"
1 " " No. 19	75 6	20 3	6 5	1878	67½ "	.....	.....	.....	.....	...	...	"
1 " " No. 20	75 6	20 3	6 3	1878	67½ "	.....	.....	.....	.....	...	...	"
2 " " Nos. 21 and 22	85 0	25 0	7 5	1891	150 "	.....	.....	.....	.....	...	...	"
2 " " Nos. 23 and 24	85 0	25 0	6 9	1891	150 "	.....	.....	.....	.....	...	...	"
6 " " Nos. 25 to 30	85 0	25 0	6 9	1892	150 "	.....	.....	.....	.....	...	...	"
5 " " Nos. 31 to 35	85 0	25 0	6 9	1893	150 "	.....	.....	.....	.....	...	...	"
2 dump scows Nos. 36 and 37	106 0	26 10	9 6	1899	200 "	.....	.....	.....	.....	...	...	"

*The tug M. P. Davis was dismantled in the fall of 1899.

Dredge No. 1 and Derrick No. 4 were hired to the London Salvage Association, in May and June, 1899, for the purpose of floating s.s. Gallia, aground in Lake St. Peter.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE,
MONTREAL, January 22, 1900.

GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—By direction of the Commissioners, at their meeting held on 16th inst, I nd you herewith for the information of the honourable the Minister of Marine and sheries, a copy of the report of the Acting Harbour Master, for the calendar year 199.

I have the honour to be, sir,

Your obedient servant,

DAVID SEATH,
Secretary.

HARBOUR COMMISSIONERS OF MONTREAL,
HARBOUR MASTER'S OFFICE,
MONTREAL, January 4, 1900.

AVID SEATH, Esq.,
Secretary, Harbour Commissioners,
Montreal.

SIR,—I beg to submit, for the information of the Harbour Commissioners of Mon-eal, the following as my annual report for the year ending December 31, 1899.

Appended thereto will be found six comparative statements showing respectively, r the past ten years :

1. The number, tonnage and classification of sea-going vessels that arrived in port ;
2. Those that arrived from the maritime provinces ;
3. Number and tonnage of inland vessels ;
4. The dates of the opening and closing of navigation, &c. ;
5. The number and tonnage belonging to the different nationalities ;
6. The number and tonnage of vessels consigned to the different agents.

From these statements it will be seen that 801 sea-going vessels arrived in port ıring the past season with a tonnage of 1,517,611 tons, a decrease of 67 vessels and ,461 tons from the previous year.

Of these vessels 761 were built of iron or steel, with a tonnage of 1,507,292, and were built of wood with a tonnage of 10,319.

Of Inland vessels there arrived 8,877 with a tonnage of 1,899,097 tons, an increase er the previous year of 1,936 vessels and 91,205 tons, making a grand total of vessels all classes of 9,678 vessels and a tonnage of 3,416,708 tons, an increase over the evious year of 1,869 vessels of all classes and 24,744 tons.

Some of the principal items of exports and imports (as obtained from the best urces of information) were :—

EXPORTS.

Lumber to United Kingdom and continental ports—

1899.	1898.
288,862,521 feet	323,435,266, a decrease of 34,572,745 feet.

Lumber to River Plate—

1,201,266 feet	11,993,924, a decrease of 10,792,658 feet.

	1899.		1898.	
Grain—Wheat	9,852,131	bushels,	8,989,669	bushels.
Corn	13,274,750	"	19,214,299	"
Peas	1,252,549	"	1,648,705	"
Oats	3,926,564	"	6,781,239	"
Barley	1,081,147	"	321,297	"
Rye	366,061	"	983,979	"
Flaxseed	609,350	"	771,071	"
Buckwheat	179,195	"		
Total	30,541,702	"	38,710,259	"

showing a decrease of 8,168,557 bushels.

	1899.		1898.			
Flour	1,320,372	barrels.	857,168	increase	463,204	barrels.
Meal	40,554	"	39,911	"	643	"
Eggs	177,643	cases.	190,018	decrease	12,375	cases.
Cheese	1,816,985	boxes.	1,836,261	"	19,276	boxes.
Butter	462,115	p'kgs.	300,161	increase	161,954	p'kgs.
Apples	286,473	barrels.	389,508	decrease	103,035	barrels.
Cattle	81,804	head.	94,136	"	12,332	head.
Sheep	58,277	"	33,499	increase	24,778	"
Horses	4,739	"	4,024	"	715	"
Hay	12,000	tons.	19,072	decrease	7,072	tons.

IMPORTS.

	1899.		1898.			
Coal from Great Britain	20,650	tons.	37,808	decrease	17,158	tons.
" United States	259,493	"	235,983	increase	23,509	"
" Maritime Provinces	965,014	"	849,863	"	116,151	"
Total	1,245,156	"	1,123,654	increase	121,502	tons.

Of the above quantities there were discharged :

In the harbour	1,023,539	tons.	877,014	tons.
In the canal	221,617	"	246,640	"
	1,245,156	"	1,123,654	"

Cement	200,368	brls.	361,843	decrease	161,475	barrels.
Scrap iron	11,886	tons.	21,066	"	9,180	tons.

There arrived in the harbour the following vessels belonging to the British North Atlantic Fleet, namely, H.M.S. *Talbot*, *Pearl*, *Physche* and the torpedo destroyer *Quail* all of which arrived on September 18, and left again on September 23.

There is a decrease in the number and tonnage of the vessels arriving during the season, but this is accounted for by the fact that many of the regular line steamers were employed during the autumn as transports to South Africa, which, had they made their regular trips to Montreal, would have given a substantial increase in the tonnage over last year.

Owing to the harbour improvements in progress some of the lines had to give up part of the space assigned to them last spring, but provision was made for them elsewhere, and on the whole I think very little inconvenience was felt.

Yours respectfully,

T. BOURASSA,
Acting Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port the past ten years, with the dates of the greatest number in Port at one time.

Years.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigantines.	Tonnage.	Schooners.	Tonnage.	Total Number of Vessels.	Total Tonnage.	Number in Port.
1890..	624	889,189	9	13,127	33	19,442	2	590	8	1,323	70	6,671	746	930,332	37, Sept. 3
1891..	631	903,043	11	1,643	15	11,054	1	149	9	2,127	58	6,171	725	938,657	46, Aug. 19
1892..	658	1,004,396	8	11,705	21	5,405	1	149	4	809	43	4,243	735	1,036,707	39, July 12
1893..	737	1,128,658	3	4,014	11	8,893	..	....	5	1,856	48	8,356	804	1,151,777	42, July 19
1894..	684	1,079,313	3	4,324	14	9,609	..	....	5	901	28	2,762	734	1,096,909	32, May 23
1895..	592	1,055,611	1	1,545	9	7,714	..	....	7	1,689	31	2,827	640	1,069,386	25, June 18
1896..	669	1,200,543	5	7,350	6	4,003	..	....	9	2,052	20	2,520	709	1,216,468	37, July 29
1897..	752	1,368,395	..	.....	8	3,958	..	....	7	1,745	29	4,904	796	1,379,002	40, July 28
1898..	830	1,567,436	1	3,023	12	10,0[illegible]1	..	....	5	1,478	19	2,104	868	1,584,072	43, Aug. 1
1899..	773	1,509,668	..	.....	7	3,530	..	....	3	1,048	18	3,365	801	1,517,611	39, July 29

T. BOURASSA,
Acting Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port from the Maritime Provinces the past ten years.

Years.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigantines.	Tonnage.	Schooners.	Tonnage.	Total Number of Vessels.	Total Tonnage.
1890.....	252	235,722	..	....	....	....	....	....	1	170	42	3,714	295	239,606
1891.....	272	260,702	..	....	2	1,462	....	....	2	520	29	3,067	305	266,751
1892...	289	275,040	..	....	3	2,215	1	149	2	340	36	2,214	331	280,958
1893.....	333	324,188	..	....	....	....	1	169	..	....	34	2,577	368	326,934
1894.....	349	362,945	..	....	3	2,323	....	....	4	609	23	2,230	379	362,107
1895.....	256	296,256	..	....	....	....	....	....	5	1,070	30	2,734	291	300,060
1896.....	252	292,880	..	....	1	178	....	....	4	734	15	1,188	272	294,981
1897.....	298	364,936	..	....	....	....	....	....	2	376	31	1,051	311	366,363
1898...	327	372,274	..	....	....	....	....	....	....	....	14	1,397	341	373,671
1899.....	336	415,825	..	....	....	....	....	....	....	....	7	646	343	416,471

T. BOURASSA,
Acting Harbour Master.

PORT OF MONTREAL.

COMPARATIVE Statement showing the Number and Tonnage of Inland Vessels that arrived in port the past ten years, with the greatest number in port at one time.

Years.	Number of Vessels.	Tonnage.	Greatest Number in Port at one time.
1890	5,162	966,959	167, Oct. 20
1891	5,268	1,119,484	151, Sept. 7
1892	5,200	1,049,600	159, Aug. 6
1893	5,244	1,153,600	153, July 25
1894	4,666	979,809	172, May 20
1895	4,498	943,717	165, July 20
1896	4,832	1,004,117	160, June 11
1897	6,384	1,134,346	200, July 30
1898	6,941	1,807,892	216, Aug. 12
1899	8,877	1,899,097	219, July 28

T. BOURASSA,
Acting Harbour Master.

PORT OF MONTREAL.

COMPARATIVE Statement showing the dates of the Opening and Closing of Navigation, first arrival from sea and the last departure for sea, the past ten years.

Year.	Opening of Navigation.	Closing of Navigation.	First Arrival from Sea.	Last Departure for Sea.
1890	April 14	December 3	April 30	November 24
1891	" 17	" 17	" 27	" 21
1892	" 13	" 23	" 23	" 27
1893	" 24	" 4	May 3	" 23
1894	" 12	" 26	April 27	" 24
1895	" 20	" 6	" 27	" 25
1896	" 22	" 19	" 28	" 23
1897	" 17	" 19	" 30	" 24
1898	March 31	" 12	" 26	" 28
1899	April 24	" 30	" 27	" 29

T. BOURASSA,
Acting Harbour Master.

PORT OF MONTREAL.

STATEMENT showing the Nationality and Tonnage of Sea-going Vessels that arrived in port during the Season of 1899, that were navigated by 30,686 seamen.

Nationality.	Number of Vessels.	Tonnage.
British	678	1,342,027
Norwegian	95	140,334
German	8	14,756
Danish	6	13,200
American	13	5,444
Austrian	1	1,850

T. BOURASSA,
Acting Harbour Master.

PORT OF MONTREAL.

NUMBER and Tonnage of Sea-going Vessels that were consigned to the following Merchants during the Season of 1899.

No.	Name of Firms.	Steam.	Tonnage.	Sail.	Tonnage.	Total Vessels.	Total Tonnage.
1	Kingman & Co	255	333,275	....	....	255	333,275
2	R. Reford & Co	102	224,112	....	....	102	224,112
3	Elder, Dempster & Co	69	205,590	2	211	71	205,801
4	H. & A. Allan	74	194,194	....	....	74	194,194
5	McLean, Kennedy & Co	59	120,765	....	....	59	120,765
6	D. Torrance & Co	30	107,042	....	....	30	107,042
7	Furness, Withy & Co	34	87,351	2	599	36	87,950
8	Wm. Johnston & Co	22	78,389	....	....	22	78,389
9	F. Leyland & Co	25	61,326	....	....	25	61,326
10	Carbray, Routh & Co	21	22,690	....	....	21	22,690
11	Hy. Dobell & Co	25	19,858	....	....	25	19,858
12	J. G. Brock & Co	16	18,464	7	534	23	18,998
13	The Intercolonial Coal Co	13	16,740	....	....	13	16,740
14	The Imperial Government	4	10,670	....	....	4	10,670
15	Masters	14	3,950	1	1,212	15	5,162
16	Anderson, McKenzie & Co	....	....	8	2,886	8	2,886
17	A. Lemieux	8	2,352	....	....	8	2,352
18	Five others	2	2,900	8	2,501	10	5,401
	Total	773	1,509,668	28	7,943	801	1,517,611

T. BOURASSA,
Acting Harbour Master.

WEATHER REPORT FOR 1899.

Date.		Wind (at 8 to 9 a.m.)	Temperature (at 8 to 9 a.m.)	Remarks.
Jan.	1..	West	11 below	Fine day, crossing on ice Longue Point
"	2..	North-east	Zero	Snowing.
"	3..	East	29 above	Fine day.
"	4..	South-east	25 "	Raining.
"	5..	Strong south-east	38 "	Fine day. Water 36·6.
"	6..	South-east	22 "	Snow flurry.
"	7..	North-east	22 "	Fine day.
"	8..	West	4 "	Snowing.
"	9..	East	Zero	Crossing to Longueuil.
"	10..	North-west	18 below	Cold day.
"	11..	North	8 "	Fine day.
"	12..	West	Zero	" Roads to St. Lambert. I track on river.
"	13..	North	8 above	Dull day.
"	14..	North-east	28 "	Snowing.
"	15..	South-east	30 "	"
"	16..	West	34 "	Fine day.
"	17..	East	38 "	Dull day. Ice shoved at 2 p.m.
"	18..	West	7 "	Fine day.
"	19..	"	12 "	"
"	20..	East	22 "	"
"	21..	North-east	32 "	Dull day.
"	22..	East	34 "	"
"	23..	West	24 "	Fine day.
"	24..	East	36 "	Rain.
"	25..	North-west	14 "	Fine day.
"	26..	"	22 "	Snowing.
"	27..	West	Zero	Fine day.
"	28..	East	10 above	Dull day
"	29..	West	5 below	Fine day.
"	30..	"	8 "	Dull day.
"	31..	"	8 above	Fine day.
Feb.	1..	North	10 "	"
"	2..	West	12 "	"
"	3..	North-east	6 "	Snowing.
"	4..	North	10 "	Dull day.
"	5..	West	10 "	Fine day.
"	6..	East	8 "	"
"	7..	North	Zero	Ice shove at St. Lambert; road brok away.
"	8..	North-east	6 above	Snowing.
"	9..	West	3 "	Fine day.
"	10..	South-west	4 below	"
"	11..	West	6 "	"
"	12..	"	5 "	"
"	13..	East	3 above	"
"	14..	West	12 "	"
"	15..	North-east	19 "	"
"	16..	West	23 "	"
"	17..	South	32 "	Dull day.
"	18..	South-west	38 "	"
"	19..	South	44 "	Fine day.
"	20..	West	10 "	"
"	21..	North	37 "	"
"	22..	South	36 "	Heavy rain.
"	23..	West	28 "	Fine day.
"	24..	"	12 "	"
"	25..	"	16 "	"
"	26..	"	10 "	Dull day.
"	27..	"	37 "	"
"	28.	East	34 "	Fine day.
March	1..	West	24 "	"
"	2..	North-east	20 "	"
"	3..	"	30 "	Dull day.
"	4..	South-east	38 "	Sleet.
"	5..	South west	40 "	Dull day.
"	6.	West	26 "	Fine day.
"	7..	Strong north	18 "	Dull day.
"	8..	North-east	24 "	Fine day.
"	9..	West	30 "	"

WEATHER REPORT FOR 1899.—*Continued.*

Date.	Wind (at 8 to 9 a. m.)	Temperature (at 8 to 9 a. m.)	Remarks.
Mar. 10..	East	20 above	Fine day.
" 11..	South	33 "	Dull day.
" 12..	East	28 "	Rainy day.
" 13..	West	26 "	Fine day.
" 14..	North-east	20 "	"
" 15..	East	32 "	"
" 16..	West	26 "	Ice shoved on south side of Gd Pier.
" 17..	North	Zero	Fine day. Closing the ramps.
" 18..	"	6 above	Fine day.
" 19..	"	22 "	Snowing.
" 20..	North-east	18 "	"
" 21..	West	16 "	Fine day.
" 22..	North-east	23 "	Snowing.
" 23..	East	29 "	Fine day.
" 24..	West	24 "	"
" 25..	East	18 "	"
" 26..	"	28 "	"
" 27..	West	32 "	Dull day.
" 28..	North	32 "	"
" 29..	West	30 "	Snowing.
" 30..	"	30 "	Fine day.
" 31..	North	28 "	"
April 1..	West	32 "	"
" 2..	North	28 "	"
" 3..	West	38 "	"
" 4..	"	32 "	"
" 5..	North-east	30 "	"
" 6..	East	31 "	"
" 7..	North-east	32 "	"
" 8..	"	37 "	Rainy day.
" 9..	South-west	34 "	"
" 10..	East	34 "	Fine day. Crossing at Longueuil.
" 11..	"	38 "	" First shove at 2 p. m.
" 12..	"	40 "	Rainy day.
" 13..	North	44 "	Dull day.
" 14..	East	38 "	Fine day.
" 15..	West	48 "	"
" 16..	"	55 "	"
" 17..	"	50 "	"
" 18..	East	46 "	"
" 19..	West	40 "	"
" 20..	South-east	54 "	"
" 21..	North	42 "	Dull day. Open ramps.
" 22..	West	45 "	"
" 23..	East	55 "	Fine day.
" 24..	"	48 "	" Opening of navigation, Strs. Longueuil & Hochelaga from Boucherville.
" 25..	South-east	52 "	Fine day.
" 26..	"	46 "	"
" 27..	"	47 "	"
" 28..	South	60 "	"
" 29..	East	60 "	Dull day.
" 30..	West	80 "	Fine day.
May 1..	East	58 "	"
" 2..	South-east	52 "	"
" 3..	East	48 "	"
" 4..	"	46 "	"
" 5..	North-east	50 "	"
" 6..	South	58 "	"
" 7..	West	57 "	"
" 8..	North-east	54 "	"
" 9..	"	52 "	"
" 10..	South-west	56 "	"
" 11..	"	66 "	"
" 12..	West	68 "	"
" 13..	South-east	70 "	"
" 14..	North-west	46 "	"
" 15..	East	52 "	"
" 16..	West	53 "	"

WEATHER REPORT FOR 1899—*Continued.*

Date.	Wind (at 8 to 9a. m.)	Temperature (at 8 to 9 a.m.)	Remarks.
May 17..	East	50 above	Fine day.
" 18..	South-west	57 "	Dull day.
" 19..	North-east	54 "	"
" 20..	East	50 "	Rainy day.
" 21..	West	56 "	Fine day.
" 22..	North-east	52 "	"
" 23..	East	63 "	"
" 24..	West	73 "	"
" 25..	North-east	70 "	"
" 26..	West	72 "	"
" 27..	East	50 "	Rainy day.
" 28..	North-east	58 "	Fine day.
" 29.	South-west	60 "	Rainy day.
" 30..	East	58 "	Fine day.
" 31..	North-west	69 "	"
June 1..	"	76 "	"
" 2..	South	66 "	Dull day.
" 3 ..	East	65 "	Fine day.
" 4..	"	69 "	Rainy day.
" 5..	West	72 "	Dull day.
" 6..	North-west	80 "	Fine day.
" 7..	South-east	62 "	"
" 8..	West	74 "	Dull day.
" 9..	"	70 "	Fine day.
" 10..	North-east	60 "	"
" 11..	"	69 "	"
" 12..	West	74 "	"
" 13..	"	79 "	"
" 14..	North	78 "	Dull day.
" 15..	West	66 "	Rainy day.
" 16..	"	57 "	Dull day.
" 17..	North-west	69 "	Fine day.
" 18..	West	67 "	"
" 19..	North-east.	70 "	"
" 20.	South-west	63 "	Heavy rain and thunderstorm.
" 21..	East	65 "	Fine day.
" 22..	West	68 "	"
" 23..	"	68 "	Dull day.
" 24..	"	74 "	Fine day.
" 25..	North-east	75 "	"
" 26 .	East	70 "	"
" 27..	North-east	69 "	"
" 28..	South-east	56 "	Rainy day.
" 29..	North-east	70 "	Fine day.
" 30..	North-west	65 "	"
July 1..	West	74 "	"
" 2..	North	87 "	"
" 3.	North-west	80 "	"
" 4..	West	78 "	"
" 5..	South-west	73 "	"
" 6..	North-west	76 "	Rainy day.
" 7..	South-east	69 "	Fine day.
" 8..	North-east	63 "	"
" 9..	North-west	66 "	Rainy day.
" 10..	"	75 "	Fine day.
" 11..	West	74 "	"
" 12..	North-west	76 "	"
" 13	East	70 "	"
" 14..	North	74 "	"
" 15..	South-west	74 "	"
" 16..	West	78 "	"
" 17..	North	74 "	"
" 18..	North-east	73 "	"
" 19..	"	60 "	"
" 20..	"	70 "	"
" 21..	East	62 "	Rainy day.
" 22..	"	59 "	Fine day.
" 23	"	60 "	"
		60 "	"

WEATHER REPORT FOR 1899—*Continued.*

Date.	Wind (at 8 to 9 a.m.)	Temperature (at 8 to 9 a.m.)	Remarks.
July 25..	South-west	75 aflove	Fine day.
" 26..	North-west	75 "	"
" 27..	East	78 "	"
" 28..	North-west	76 "	"
" 29..	West	75 "	"
" 30..	North-east	71 "	"
" 31..	East	69 "	"
Aug. 1..	North	77 "	"
" 2..	West	77 "	"
" 3..	North-west	72 "	"
" 4..	"	75 "	"
" 5..	"	79 "	"
" 6..	West	78 "	"
" 7.	North-east	70 "	"
" 8..	North-west	66 "	"
" 9..	West	64 "	"
" 10..	South-west	63 "	"
" 11..	"	70 "	"
" 12..	West	69 "	Rainy day.
" 13 .	South-east	65 "	Fine day.
" 14..	East	60 "	"
" 15..	South-west	68 "	"
" 16..	North-east	65 "	"
" 17..	North-west	80 "	"
" 18 .	West	76 "	"
" 19..	North-east	79 "	"
" 20..	North-west	85 "	"
" 21..	South-west	85 "	"
" 22..	South-east	78 "	Rainy day.
" 23..	North-east	68 "	"
" 24..	East	66 "	Fine day.
" 25..	North-west	75 "	Dull day.
" 26..	South-east	66 "	Fine day.
" 27..	West	70 "	"
" 28..	South	72 "	"
" 29..	South-west	74 "	"
" 30..	North-west	74 "	"
" 31..	"	76 "	"
Sept. 1..	North-east	62 "	"
" 2..	"	64 "	"
" 3..	West	60 "	Rainy day.
" 4..	North-east	56 "	Fine day.
" 5..	South-east	64 "	"
" 6..	East	58 "	"
" 7..	South-east	57 "	"
" 8.	East	66 "	"
" 9..	North-east	60 "	"
" 10..	West	64 "	"
" 11..	"	66 "	"
" 12..	"	61 "	Rainy day, hail storm.
" 13..	North	59 "	Fine day.
" 14..	East	51 "	"
" 15..	North	53 "	"
" 16..	South-west	54 "	"
" 17..	South	75 "	"
" 18..	North-west	70 "	"
" 19..	East	58 "	"
" 20..	South-east	55 "	Rainy day.
" 21..	North-east	61 "	Dull day.
" 22..	West	53 "	Rainy day.
" 23..	South-east	45 "	Fine day.
" 24..	West	54 "	Rainy day.
" 25..	South-east	63 "	"
" 26..	North	68 "	"
" 27..	"	49 "	Dull day.
" 28.	North-west	60 "	Fine day.
" 29..	South-west	62 "	"
" 30..	West	51 "	"
Oct. 1..	East	36 "	Cloudy with snow falling.
" 2..	North-east	31 "	Dull day.

WEATHER REPORT FOR 1899—*Continued.*

Date.		Wind (at 8 to 9 a.m.)	Temperature (at 8 to 9 a.m.)	Remarks.
Oct.	3..	East	44 above	Fine day.
"	4..	West	48 "	"
"	5..	North-east	57 "	"
"	6..	South-west	51 "	"
"	7..	West	40 "	"
"	8..	East	46 "	Rainy day.
"	9..	South-east	48 "	"
"	10..	West	62 "	Dull day.
"	11..	East	50 "	Temperature at 3 p.m.. 69 degrees.
"	12..	South-east	63 "	Dull day.
"	13..	North	54 "	"
"	14..	North-west	60 "	Fine day.
"	15..	North	64 "	"
"	16..	East	52 "	"
"	17..	West	68 "	"
"	18.	South-west	60 "	Dull day.
"	19..	West	57 "	Fine day.
"	20..	North-east	43 "	"
"	21..	East	38 "	"
"	22..	West	45 "	"
"	23..	South-west	48 "	"
"	24..	East	47 "	"
"	25..	South-west	63 "	"
"	26..	North-west	66 "	"
"	27..	South-east	44 "	Rainy day.
"	28..	"	44 "	"
"	29..	North-west	43 "	"
"	30..	South-west	46 "	Fine day.
"	31..	North-east	44 "	"
Nov.	1..	East	44 "	Rainy day.
"	2..	North-east	33 "	Fine day.
"	3..	South	37 "	"
"	4..	"	42 "	Rainy day.
"	5..	West	38 "	Fine day.
"	6..	North-east	42 "	"
"	7..	West	44 "	"
"	8..	East	44 "	Dull day.
"	9..	North-west	42 "	"
"	10..	North-east	56 "	Fine day.
"	11..	South-west	28 "	" First snow of season at 2.30
"	12..	North-west	26 "	" First sleigh roads.
"	13..	North	24 "	"
"	14..	West	32 "	Foggy day.
"	15..	South-west	38 "	Fine day.
"	16..	North	33 "	"
"	17..	East	27 "	" Steamer *Hamilton* to wi quarters.
"	18..	South-west	39 "	"
"	19..	West	40 "	"
"	20..	East	39 "	"
"	21..	South-east	36 "	"
"	22..	North-east	40 "	Dull day.
"	23..	"	39 "	Fine day.
"	24..	"	34 "	"
"	25..	East	36 "	"
"	26..	North-east	38 "	"
"	27..	West	40 "	"
"	28..	"	42 "	Dull day.
"	29..	North-east	43 "	Fine day.
"	30..	North-west	38 "	"
Dec.	1..	South-west	42 "	"
"	2..	North-east	43 "	Dull day.
"	3..	West	48 "	Fine day.
"	4..	North-east	30 "	Snowing.
"	5..	North-west	24 "	Fine day.
"	6..	North-east	24 "	Snowing; harbour fleet put into wint quarters opposite harbour office.
"	7..	West	26 "	Fine day.
"	8..	North-west	23 "	"
"	9..	North	17 "	"

WEATHER REPORT FOR 1899– *Concluded.*

Date.	Wind (at 8 to 9 a.m.)	Temperature (at 8 to 9 a.m.)	Remarks.
Dec. 10..	South-east	36 above	Fine day.
" 11..	West	41 "	Rainy day; removing the lights.
" 12..	South-west	57 "	"
" 13.	North-east	41 "	"
" 14..	"	20 "	Fine day.
" 15 ..	North	24 "	Heavy snowstorm.
" 16..	"	13 "	Fine day.
" 17..	South-east	35 "	"
" 18..	West	37 "	Dull day.
" 19..	South	42 "	Rainy day.
" 20..	West	30 "	Fine day.
" 21.	South	38 "	Dull day.
" 22..	West	30 "	"
" 23..	South-east	32 "	Fine day.
" 24..	North	34 "	Rainy day.
" 25..	South-west	31 "	Fine day.
" 26..	West	24 "	"
" 27..	South-west	24 "	"
" 28..	West	26 "	"
" 29..	South-east	20 "	Snowing.
" 30..	West	1 "	Stormy day; closing of navigation.
" 31..	"	11 below	Fine day.

T. BOURASSA,
Acting Harbour Master.

APPENDIX No. 3.

TORONTO HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1899.

SECRETARY of the Toronto Harbour Trust in account with the Commissioners for the year ending 31st December, 1899.

DR. GENERAL BALANCE SHEET. CR.

	$ cts.		$ cts.
Wharf property	43,073 72	Bonds (unmatured)	5,000 00
Office furniture	591 91	Profit and loss	50,092 20
Cash in bank	5,619 02		
Cash in hand	7 55		
Commercial Union Assurance Co.	5,800 00		
	55,092 20		55,092 20

We have examined the books and vouchers and have compared the balance sheet, as above, with the said books and vouchers, and we certify the same to be correct, and to represent a true statement of the affairs of the Trust at this date, December 31st, 1899.

W. R. HARRIS,
S. BRUCE HARMAN,
Auditors.

ARTHUR B. LEE, *Chairman.*
J. T. MATTHEWS,
F. S. SPENCE,
W. A. GEDDES,
JAMES FRAME,
Commissioners.

COLIN W. POSTLETHWAITE,
Harbour Master.

TORONTO, January 5th, 1900.

RECEIPTS and Expenditure of the Toronto Harbour Trust for the year 1899.

RECEIPTS.	$ cts.	EXPENDITURE.	$ cts.
Cash in bank, Jan. 1	2,138 25	Charges	425 00
" hand " 1	15 65	Premium and interest	375 00
Canadian Pacific Railway	5,000 00	Lights, buoys and beacons	94 20
Harbour dues	11,558 90	Insurance	153 00
City of Toronto, placing buoys	66 67	Salaries	1,740 00
Rents, boat sites at Don	8 00	General repairs	1,704 08
Sale of old material	7 25	Printing and stationery	35 07
Interest on deposits	49 54	Office expenses and rent	775 91
Balance not expended in Ottawa trip	25 15	Dredging	2,668 48
		Expenses to Ottawa	100 00
		Engineer's fees	120 00
		Surveyor's fees	46 00
		Interest on overdraft	6 10
		Bonds (matured)	5,000 00
		Cash in bank	5,619 02
		" hand	7 55
	18,869 41		18,869 41

Examined and found correct,

W. R. HARRIS,
S. BRUCE HARMAN,
Auditors.

TORONTO, January 5th, 1900.

DR. PROFIT AND LOSS. CR.

	$ cts.		$ cts.
Charges	425 00	Balance per ledger	46,069 53
Premium and interest	375 00	Harbour dues	11,558 90
Lights, buoys and beacons	27 53	Canadian Pacific Railway	5,000 00
Insurance	153 00	Interest on deposits	43 44
Salaries	1,740 00	Rent, boathouse sites	8 00
General repairs	1,696 83		
Printing and stationery	35 07		
Office expenses and rent	775 91		
Dredging	2,668 48		
Loss on elevator	4,450 00		
Engineer's fees	120 00		
Surveyor's fees	46 00		
Deputation to Ottawa	74 85		
Balance to credit of profit and loss	50,092 20		
	62,679 87		62,679 87

Examined and found correct.

W. R. HARRIS,
S. BRUCE HARMAN,
Audtiors.

TORONTO, January 5th, 1900.

Statement of Accounts for the Year 1899 in Detail.

1899.		$ cts.	$ c
	Furniture Account.		
Jan. 1...	Amount per ledger folio 490	...	591
	Property Account.		
Jan. 1....	Amount per ledger folio 495	...	43,073
	Elevator Account.		
Nov. 22....	Amount secured by assurance	5,800 00	
Dec. 30....	" written off by profit and loss	4,450 00	
			10,250
	General Repair Account.		
Feb. 28....	G. Booth & Son, lettering notice boards	16 25	
July 28....	F. W. Stean & Co., painting lighthouses, &c	132 00	
June —....	Lumber and hardware, breakwater repairs	1,146 58	
	Pay roll, labour of carpenters, &c	331 10	
	Kivas Tully, engineer's fees on same	78 15	
		1,704 08	
Aug. 3....	Nov. 30, sale of old material	7 25	
			1,696
	Charges.		
Jan. 16 ...	Bonus to harbour master and deputy	125 00	
Dec. 23....	Fees to commissioners and auditors	300 00	
			425
	Printing and Stationery.		
Feb. 3....	Annual statement, *Arcade* Printing Co	15 00	
Apr. 15....	Import manifests, " "	5 00	
Aug. 10 ...	New keys and repairing old ones	0 60	
Oct. 13. .	Embossed envelopes, J. Bain & Co	4 00	
" 13...	Black and red ink "	1 05	
Dec. 30....	Pens, pencils and stamps	9 42	
			35
	Insurance Account.		
Jan. 10....	Premiums on lighthouses and elevator	...	153
	Light, Buoys and Beacons.		
Apr. — ...	Painting can and spar buoys	18 10	
May —....	Placing and raising buoys	44 00	
" 13....	Notice to mariners and posting same	9 50	
Dec. —. ..	Gas account	11 79	
Jan. 17....	New burners for white lighthouse	2 00	
" 7....	Chain and links for repairing buoys	1 21	
Mar. 11....	Sounding in Queen's wharf channel	1 50	
May 12....	Tug for inspecting breakwater and Queen's wharf	3 00	
Nov. 27....	Extra labour, repairing buoys	3 10	
		94 20	
May 31....	Proportion paid by city warterworks, as per agreement	66 67	
			27 53
	Salaries.		
Dec. —....	C. W. Postlethwaite, harbour master	1,020 00	
" —....	Capt. Wm. Hall, deputy harbour master	720 00	
			1,740 00

STATEMENT OF ACCOUNTS FOR THE YEAR 1899, IN DETAIL—*Concluded.*

		$ cts.	$ cts.
	OFFICE SUPPLIES.		
Nov. 1....	Rent of offices for one year	650 00	
Oct. 13....	Rent of two telephones	90 00	
July 13....	Gas account	8 01	
Jan. 21....	Directory for 1899	5 00	
" 30....	Wire letter box for office door	0 75	
Oct. 5....	Subscription to *Globe* newspaper	5 00	
" 23....	Waterworks account for house at Queen's wharf	5 60	
Dec. 30....	Diaries for offices	2 00	
	Petty cash	9 55	
			775 91
	DREDGING ACCOUNT.		
June — ...	W. E. Phinn, per contract	2,493 80	
" —....	K. Tully, engineer's fees	124 68	
" —....	J. B. Allan, check clerk	50 00	
			2,668 48
	INTEREST ACCOUNT.		
May 31....	Interest on deposit in Bank of Toronto	29 70	
Nov. 20....	" " "	19 84	
		49 54	
Sept. —....	Interest on overdraft	6 10	
			43 44
	DEBENTURE ACCOUNT.		
July —, '92	Issued 35 bonds for $1,000 each	35,000 00	
" —, '99	Paid at maturity, 30 bonds	30,000 00	
	To mature in 1900, 5 bonds, $1,000 each	.....	5,000 00
	PREMIUM AND INTEREST.		
July 2....	Interest on 10 bonds for half year at 5 per cent	250 00	
Dec. 30....	" 5 " " 5 "	125 00	
			375 00
	ENGINEER'S FEES.		
May 1....	R. P. Fairbairn, surveyor's plan for government patents	46 00	
Mar. —...	Kivas Tully, professional services	120 00	
			166 00

COMPARATIVE STATEMENT of Goods arrived per Steamer and Sailing Vessel for years 1898 and 1899.

Description of Goods.		1898.	1899.
General merchandise	tons.	16,635	18,918
Coal	"	161,038	187,715
Wood	cords.	246	109
Lake stone	toise.	1,932½	2,909½
Building stone	tons.	595	523
Fruit	barrels.	1,810	4,472
"	boxes.	15,458	4,271
"	baskets.	277,710	403,743
"	bags.	.....	682
Fire bricks		100,900	65,000
Common bricks		.....	.....
Lumber	feet B. M.	956,000	468,000
Grain	bushels.	37,890	54,030
Sheep, hogs and calves		14	36
Horses, cattle and vehicles		136	183

COLIN W. POSTLETHWAITE,
Harbour Master.

FORTY-NINTH ANNUAL REPORT.

To the Commissioners of the Harbour of Toronto.

GENTLEMEN,—I have the honour to submit my annual report for the year 1899.

The harbour was clear of ice on April 8th, having been frozen over for 116 days.

The ice formed on December 28th, fourteen days later than last year.

The first arrival for the season was the ss. *Lakeside*, with passengers and cargo from St. Catharines on March 30th. The last to arrive was the *Rover*, with a load of stone, on December 18th.

The number of arrivals at this port during 1899 is 3,648, an increase of 255 as compared with 1898.

	1898.	1899.	Increase.	Decrease.	Tonnage 1898.	Tonnage 1899.
Propellers loaded	412	376		36	119,522	118,468
" light	35	30		5		
Steamers loaded	2,183	2,357	174		874,424	923,265
" light	4	1		3		
Sailing vessels loaded	746	876	130		78,546	99,149
" light	13	8		5		
	3,393	3,648			1,072,498	1,140,882

The trade of this port, therefore, is over two and a quarter million tons, registered.

There are 66 vessels wintering here this season, viz., 19 steamers, 14 schooners, 11 propellers, 11 steam launches, 8 sailing yachts and 3 dredges, in all representing about 12,207 tons.

Cash receipts from all sources, including cash on hand from last year, amount to $18,869.41.

Expenses of all kinds amount to $13,242.84, leaving a cash balance of $5,626.27.

Coal receipts this year by vessel are: anthracite, 158,957 tons and bituminous, 28,758 tons, in all 187,715 tons, being an increase of 26,677 tons over last year. This is the heaviest importation by vessel since 1873 and is attributable in some measure, perhaps, to the difficulty of obtaining railway cars for this class of freight, resulting to the advantage of vessel owners and mariners generally. The total quantity of coal

imported by vessel and rail according to returns from the custom-house is anthracite, 365,514 and bituminous, 359,972½, total 725,486½, as against 662,680 tons in 1898.

The fruit crop has been a good one this year, resulting in a large increase in packages carried. A new fruit market has been opened at Grimsby this season. It has been found to be a good fruit centre and shipments have been large.

Dredging has been light this year but sufficient to keep open all channels leading to the coal docks. The city sand pump was employed for a few days at the Queen's wharf removing the deposit from the Bathurst Street sewer, but being needed elsewhere it was very shortly taken away and did not return. Dredging will be required here in the spring.

The highest water during the year was 15 inches above zero on June 4, the lowest was 12 inches below zero on December 6th. Average for the year, 2 inches above zero.

The lamps at Queen's wharf were lighted for the first time on April 4th, and discontinued on December 9th.

The buoys were placed out on May 1st, and taken up on November 29th.

The Government Engineer in charge of the harbour works at the eastern entrance reports as follows ;

'The bar that had formed during the past winter south of the eastern entrance was again removed, and the channel south of the west pier for 850 feet was dredged the full width between the piers, giving a depth of water of 17 feet 6 inches below zero on the harbour gauge at the Queen's wharf.'

The fog horn was sounded on nineteen days, viz., once in April, seven times in May, twice in June, once in July and eight times in October.

On November 22nd the Commissioners' elevator at the Queen's wharf was destroyed by fire. It was partially insured and should the present lessees, the Canadian Pacific Railway require it, the elevator will be rebuilt. It is a satisfaction to record that the incendiary was caught, convicted and sentenced to seven years in the Kingston Penitentiary, all within a month.

On February 21st a deputation composed of the Chairman, the Harbour Master and the Engineer in company with the Mayor and representatives of the council, also the president of the Board of Trade and representatives of the marine section of that board, had an interview in Ottawa with the Hon. the Minister of Public Works for the purpose of asking aid from the Government towards improvements in the Toronto harbour. The views expressed by the deputation were favourably received by the Hon. the Minister and subsequently the sum of $50,000 was placed in the estimates for diverting the current of the Don into Ashbridges Marsh and so through to the lake, and the Government Engineer, Mr. Temple, was instructed to prepare plans for the same. It is earnestly hoped that this most important work will be pushed forward with all celerity, for it is idle to contemplate any comprehensive scheme for deepening the harbour until this most fruitful source of all the trouble is permanently removed.

The precipitation for the year per returns from the observatory is as follows : rain 25·795 inches, snow reduced to water, 3·180 inches. Total 28·975 inches, or two inches less than last year. This shortage in the rain-fall doubtless is the cause of the low levels in Lake Ontario, to be still further lowered, no doubt, by the recent opening of the canal at Chicago, connecting Lake Michigan and the Mississippi River.

I am, gentlemen,

Your obedient servant,

COLIN W. POSTLETHWAITE,

Harbour Master.

TORONTO, January 4th, 1900.

SIR,—I have the honour to report that the following quantities of dredging were done at the wharfs, Mr. W. E. Phinn, contractor, at the rate of 12c. per cubic yard.

	Cubic Yards.
Medler & Arnot's Wharf, and entrance	3,570
Elias Rogers Co.'s Wharf, and entrance	8,295
Princess Street Wharf, and entrance	4,507
Electric Light Co.'s Wharf, Scott street	3,730
West Market Street Slip	1,680
Total	20,782

The sand pump belonging to the city worked a few days at the western channel in June, removing a portion of the sand and sewage deposited by the Bathurst Street drain. Deputy Harbour Master Hall reported that after the dredge was removed, a vessel drawing 8 feet 4 inches of water, grounded in the channel, near the outlet of the drain. Additional dredging should, therefore, be done by the city to complete the work as originally required. There was not any dredging done on the Range course, but will probably be required this year, as the water level in Lake Ontario continues low, at present 7 inches below zero. Sundry repairs were made to the planking on the front of the wharf, and the planking of the breakwater was renewed. The light keeper's house was painted, also the Red and Range light houses, and the Storm Signal House.

I remain,

Your obedient servant,

KIVAS TULLY,

Engineer.

A. B. LEE, Esq.,
Chairman Toronto Harbour Commissioners.

APPENDIX No. 4.

QUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1899.

(Under the Quebec Harbour Commissioners' Act, 1899.)

QUEBEC, January 2, 1900.

To the Honourable SIR L. H. DAVIES, K.C.M.G.
Minister of Marine and Fisheries,
Ottawa.

SIR,—In compliance with the requirements of the Quebec Harbour Commissioners' Act, 1899, I have the honour to report as follows on the doings of the Quebec Harbour Commissioners for the year 1899.

CHIEF ENGINEER'S REPORT.

The annexed report (marked 'A') from the Chief Engineer, Mr. St. George Boswell, conveys information in regard to the progress of the construction of the new wharf on the river front, and the various additions and repairs made to the Louise Docks and other properties of the commissioners during the year.

WHARFINGER'S REPORT.

The annexed report (marked 'B') from the Wharfinger, Mr. P. Flynn, gives the usual information regarding the number of vessels using the Louise Docks and the railway traffic over this portion of the Commissioners' property during the year 1899.

HARBOUR MASTER'S REPORT.

The annexed report (marked 'C') from the Harbour Master, Mr. James C. Sullivan, gives information in regard to the opening and closing of navigation in the harbour, formation of ice, disposal of ballast, &c. During the past season no ballast was dumped into the river, all that was brought here being utilized by the Commissioners in their new works.

At St. Thomas, the Commissioners continue to employ the Harbour Master there to supervise the discharge of ballast, and to see that the regulations are strictly obeyed.

PREMISES LEASED.

Renewals for one year were granted to the following tenants: W. Carrier, store No. 11; E. M. Lennon & Co., stores Nos. 7 and 8; John S. Thom, office in store No. 10; Quebec Coal Co., Reynar's wharf; A. R. Pruneau & Co., Marmette's wharf.

Renewals of five years were granted to the Grand Trunk Railway Company for their wharf, and to Madden & Son for the coal yard they occupy on the embankment.

In these two last cases provision was made that should the Commissioners wish to extend the wharf frontage further up the river, the lease to the Grand Trunk can be cancelled after due notice being given, and in the case of Madden & Son, if commissioners require the ground for other purposes than that of a coal yard, they could cancel Madden & Son's lease.

The coal shed on Wellington wharf, formerly occupied by G. M. Webster & Co., was leased to Whitehead & Turner, and East India wharf and store No. 5 (vacant last year) was leased to E. C. Benson and Jos. Gingras.

An extension of frontage was given in the coal space, Inner Basin, to G. M. Webster & Co., and they were also allotted another space on the north side of the embankment for a hard coal yard.

Provision was also made in the leases to G. M. Webster & Co. for cancellation if the water frontage or ground on north side of embankment was required for other purposes.

Store No. 4, on East India wharf, which was under lease to Mr. John Flood, was badly damaged by fire. It was insured in the Commercial Union Assurance Co. for $4,000, and the assesed damages of $1,897 were promptly paid by that company.

Properties that remained unlet during the year were: Atkinson's wharf, and part of store No. 10, and stores No. 4 and 6, East India wharf.

COLD STORAGE WAREHOUSES.

The two large stores Nos. 1 and 2, situated at the eastern end of the Pointe-à-Carcy wharf, were, in 1896, leased to the Quebec Cold Storage and Warehouse Company, who have built an other large warehouse, No. 3, and office between the two former Nos. 1 and 3 are used for ordinary storage; but the company has, at great expense, fitted up No. 2 as a cold store for dairy products, fruit, &c., by insulating with non-conducting substances the walls and floors of the building and of the several rooms into which it is divided, and has installed in the engine room built at the western end, a Linde ammonia refrigeration plant driven by electric motors

The cold air that is generated in a special room is driven by fanners through the shafts to the several rooms, thus regulating the temperature to suit the goods stored therein, and also ventilating the rooms. In a similar manner in winter, warm air is driven into certain rooms to enable the correct temperature to be maintained.

The Canadian Pacific Railway tracks run close alongside all the stores, thus affording the greatest facilities for receiving goods, and also for shipping by ocean steamers.

GREAT NORTHERN RAILWAY COMPANY'S GRAIN ELEVATOR.

By a notarial deed passed on June 30th, 1899, the Commissioners granted a site to the Great Northern Railway Company for a grain elevator of not less than one 1,000,000 bushels, capacity, and also guaranteed the interest to the extent of $200,000 for twenty years, at three per cent per annum, on bonds that will be known as Quebec Grain Elevator Bonds, to assist the company to build their elevator. Commissioners also granted to same company exemption from harbour dues for a period of five consecutive years to the first ocean steamship company running under traffic agreement with the Great Northern Railway Company, which will make Quebec its terminal point and load here full cargoes of grain and other products from Parry Sound or other points on the Great Northern Railway.

These concessions, which required parliamentary sanction, received the Royal Assent on August 11th, 1899, and are now known and entitled: 'An Act respecting the Quebec Harbour Commissioners,' 62-63 Victoria, Chapter 35.

WORK SHOPS' SITES.

Commissioners have granted under a long lease to the Great Northern Railway Company sites on the northern front of the embankment, where that company will erect extensive work shops for the building and repairing of their rolling stock, and where a large number of hands will be constantly employed. It is expected that the work of building will be commenced early in the spring.

REPAIRS TO PROPERTY.

Careful attention has been paid, during the year, to the various properties of the Commissioners, to maintain and bring them up to a first-class condition. Details will be found in the chief engineer's report.

REVISION AND CODIFICATION OF LAWS AND BY-LAWS.

Commissioners are pleased to say that the revision of their laws is now completed, their Act (the Quebec Harbour Commissioners' Act, 1899) having passed both Houses. It was assented to and came in force on July 10th, 1899. The by-laws are now being carefully gone over and revised, and it is hoped that they will be completed and ready for sanction before the opening of navigation.

BY-LAW ABOUT EXCESSIVE WHISTLING.

Under their new Act, the Commissioners submitted to and had approved by His Excellency the Governor General in Council, a by-law to prevent and control the excessive use of their steam whistles by vessels in passing through the harbour of Quebec.

IMPROVEMENTS ON SOUTH SIDE OF THE HARBOUR.

By a resolution passed at a meeting held on May 22, $50,000 was appropriated for improvements on the south side of the harbour, out of the amount of $350,000 authorized by 61 Victoria, Chapter 48, and 62–63 Victoria, Chapter 35 (the Harbour Commissioners' Act, 1899).

TARIFF CHANGES.

Commissioners have reduced the moorage charges on vessels using their docks and wharfs, and have also reduced the top wharfage charges on grain, coal, coke, salt, cement, earthen-ware, drain-pipes, fire-brick, gypsum, marble and all other stones, phosphates, sand, slate, iron-ore, whiting and scoria blocks. Wood pulp has been made free of top wharfage.

EXPENDITURE ON CAPITAL ACCOUNT.

Particulars of the expenditure on capital account will be found in a statement accompanying this report. In this it will be seen that, practically, all the expenditure on this account has been for the work of extending the Pointe-à-Carcy wharf. Thus, out of a total expenditure of one hundred and twenty-two thousand, four hundred and eleven dollars and sixty-eight cents ($122,411.68) on capital account, there was for the Pointe-à-Carcy wharf extension an expenditure during 1899 of one hundred and twenty-one thousand five hundred and three dollars and sixty-seven cents ($121,503.67). Chief Engineer's report gives details as to the progress of this work, particulars as to which was given in the report of 1898.

REVENUE AND EXPENDITURE.

The Commissioners' revenue for 1899 was seventy-seven thousand three hundred and forty-eight dollars and six cents (77,348.06), an increase of three thousand and seventy-one dollars and fifty-nine cents ($3,071.59), over that of 1898, and the expenditure (including interest on first preference bonds) was forty-four thousand, one hundred and eighty-eight dollars and seven cents ($44,188.07) leaving a surplus, which includes

the amount charged to the Department of the Interior, for the ground occupied for immigration purposes, of thirty-three thousand, one hundred and fifty-nine dollars and ninety nine cents ($33,159.99).

As included in the receipts of 1898, there was an exceptional item of $1,890 for premiums on first preference bonds sold. This, if deducted from 1898, would make the receipts and earnings for 1899 four thousand nine hundred and sixty-one dollars and fifty-nine cents ($4,961.59) better than those of 1898.

The principal increases over 1898 have been in Louise Docks earnings, $6,233.31; customs receipts, $896.36; and the principal decreases in interest and interest and premiums received on bonds, $3,006.61. Atkinson's wharf and the two large stores on East India wharf having remained unlet during 1899, there was a falling off in the revenues of the properties outside of the docks of $1,061.54.

GRAVING DOCK.

The Commissioners are pleased to note that the contract has been awarded and that the work of lengthening the Lévis Graving Dock is to be at once commenced. While the Commissioners are satisfied that the lengthening of this dock will be a great boom to the trade of the St. Lawrence, and have constantly urged it upon the honourable the Minister of Public Works, they believe the present tendency of the trade is to build vessels of such length and beam, that the Lévis Graving Dock even as lengthened will not be able to accommodate them.

The Commissioners have therefore strongly urged upon the honourable the Minister of Public Works, to build a second graving dock in Quebec, one that will be capable of meeting this development in large steamers, and able to accommodate any vessel now afloat or likely to be afloat for some years to come.

ACTING CHAIRMAN.

During the absence in Europe of the Chairman (Mr. J. B. Laliberté) Mr. Narcisse Rioux was the presiding officer, having been unanimously elected by the board as acting chairman.

ICE CUTTING.

Forty-two thousand four hundred and fifty (42,450) blocks of ice, all for local use, have been cut during the winter of 1899-1900, a decrease of twelve thousand six hundred and nine (12,609) blocks as compared with the cut of the previous year.

Care has been taken that all the ice that is cut for domestic uses is perfectly pure, and taken from localities in the harbour as have been selected after an analysis of the ice had been made.

To this report are annexed the various statements conveying the information yearly forwarded to your department in connection with the harbour, as also a complete statement of the Commissioners' account for the year.

I have the honour to be, sir,

Your most obedient servant,

JAS. WOODS,

Secretary-Treasurer.

A.

HARBOUR ENGINEER'S OFFCE,
QUEBEC, January 2, 1900.

James WOODS, Esq.,
Secretary-Treasurer,
Harbour Commission, Quebec.

SIR,—I have the honour to submit herewith the following with reference to the various works in connection with the maintenance and improvement of the Harbour of Quebec, executed during the year 1899.

NEW WORK.

SOUTHERN EXTENSION TO POINTE-À-CARCY WHARF.

The construction of the foundation cribwork for this pier was proceeded with during the winter of 1899, during which time five blocks, aggregating a length of 630 feet, were prepared. The first of these blocks, for the river face of the pier, was sunk in position on May 24 last, the second one on the 29th of the same month, and the third and last on June 22. Of the two blocks for the inner or pond face, prepared during the winter, the first was sunk in position on August 8, and the second on August 26. There still remains an interval of 35 feet to be closed by cribwork, in order to complete this inner face and connect it with the Pointe-à-Carcy wharf. This space had to be left open in order to permit the entrance of dump scows used for filling the area contained between the inner and outer lines of cribwork. As this filling has now been completed, as far as it can be done by dump scows, this space may be closed early next season. The superstructure of this pier has been completed, with the exception of that portion which it was necessary to defer until the work of the dump scows had been completed, and the substructure closing entrance to area within cribs placed in position.

The elevator dredge No. 8 was placed at the Commissioners' disposal by the Department of Public Works, on July 7 last; and from that date until August 5, was employed preparing a foundation for the inner line of cribwork blocks of the south extension to Pointe-à-Carcy wharf. The dredge was then removed to the wet dock, where it continued at work, grading down the basin until November 17, on which date it was removed and taken in charge by the Department of Public Works.

The Commissioners' dredge was employed, during the early part of the season as a steam crane for handling timber used in the construction of the cribwork. On August 5 this dredge was removed to the custom-house pond where she worked excavating the foundations for the inner line of cribwork until August 26, after which she was removed into the wet dock, and at first engaged excavating about 100 tons of coal that had fallen from the cross wall into the dock, subsequently at grading in various parts of the Basin. During the latter part of the season up to December 2 the dredge was employed deepening the custom-house pond along the face of the inner line of the new cribwork. After this date until December 7, she was employed at the removal of a sunken scow at the western end of the wet dock.

To provide the site for a grain elevator, applied for by the Great Northern Railway Co., a portion of the Commissioners' pond has been inclosed by cribwork retaining wall, and the space so inclosed filled in up the level of the surface of the adjacent wharfs with materials furnished by carters.

The quay frontages and surface areas added to the Pointe-à-Carcy wharf by the works executed the past season are as under.

Quay frontage, river face, 350 feet, giving, with old frontage, a continuous river frontage of 580 feet; deep water quay frontage in custom-house pond, 300 feet; quay frontage at elevator site, 170 feet Surface area of pier extension south of Pointe-à-Carcy wharf, 38,000 superficial feet; surface area of filled portion of custom-house pond, 46,000 superficial feet.

PRINCESS LOUISE EMBANKMENT.

At the request of the collector of customs, a part of the old immigration building on breakwater has been partitioned off and fitted for the inspection of first-class passenger baggage.

One section of this building, that is to say the part formerly used as a disinfecting establishment, has also been repaired, and is now used by the Customs Department as a landing shed for bonded freight.

The north-east and south west corners of the breakwater have been rebuilt, an extra cast iron mooring post put in, and repairs made to the face of the wharf.

An additional length of coal platform has been laid down on the cross-wall, one of the Messrs. Connolly's Bros. derricks having been removed for the purpose of providing the required additional space.

The new freight shed on breakwater has been painted, and the metallic covering of the two cross-wall sheds has been repaired and the roofs painted.

The railway tracks and property generally have been maintained in good order, and minor repairs effected when required.

GENERAL.

The foundation of store No. 11 has been rebuilt on the north and west sides of building.

New fenders have been placed along the wharf frontage leased to the Grand Trunk Railway Co.

The part of the East India wharf, at the eastern end of Arthur Street, has been filled in, planked, and fenced off from the street.

The roof of coal shed on James Street has been repaired, and the required minor repairs to the Commissioners' various properties effected.

The cross wall draw-bridge was operated for the first time on April 14, and for the last time on December 9.

The entrance gates to the wet dock were shut for the first time on May 3, and remained in operation until November 22.

The entrance gates to the wet dock were not opened for the afternoon tide of September 15 and 28; the tide, on the above dates not having risen sufficiently for the purpose.

I have the honour to be, sir,

Your obedient servant,

ST. GEORGE BOSWELL,
Chief Engineer.

B.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, January 2, 1900.

JAMES WOODS, Esq.,
Secretary-Treasurer,
Harbour Commissioners, Quebec.

SIR,—I have the honour to submit the following with reference to the traffic of the Louise Docks and Wharfs.

During the past season, forty-six (46) ocean mail steamers, one hundred and thirty-six thousand, eight hundred and fifty-eight (136,858) tons register, used the docks for landing immigrants, baggage, &c., and six hundred and fifty-two (652) tons of western freight.

Sixty (60) steamships of one hundred and sixty-four thousand one hundred and eighty-six (164,186) tons register, landed eight thousand four hundred and twenty-seven (8,427) tons of general cargo.

Six (6) steamships of twelve thousand eight hundred (12,800) tons register landed one thousand eight hundred and forty-four (1,844) tons of cement.

One (1) steamship of one thousand five hundred and forty-four (1,544) tons register landed one thousand seven hundred and fifty-nine (1,759) tons of railroad iron.

Fourteen (14) steamships of thirty-nine thousand two hundred and fifty (39,250) tons register landed three thousand seven hundred and seventy-six (3,776) tons of salt.

Two (2) steamships of two thousand five hundred and forty-seven (2,547) tons register landed three thousand four hundred and fifty-three (3,453) tons of bricks.

Nine (9) sailing ships of two thousand five hundred and eighty-two (2,582) tons register landed two thousand one hundred and twenty-three (2,123) tons molasses.

Four (4) barges of three hundred and eighty-two (382) tons register landed four hundred and eighty-two (482) tons of sugar.

Twenty-six (26) steamships of twenty-nine thousand three hundred and thirty-nine (29,339) tons register landed sixty thousand nine hnndred and forty-four (60,944) tons of coal.

Three (3) sailing ships of three thousand eight hundred and twenty four tons (3,824) register landed four thousand three hundred and seventy (4,370) tons of coal.

Fifteen (15) lower ports steamships of one thousand and eighty-five (1,085) tons register landed seven hundred and five (705) tons coal.

One hundred and thirty-one (131) barges and schooners of eleven thousand six hundred and forty (11,640) tons register landed eighteen thousand nine hundred and ninety (18,990) tons of coal.

Six (6) schooners of four hundred and sixty-nine (469) tons register landed seven hundred and twelve (712) tons of cut stone.

Twenty (20) lower ports steamships of fourteen hundred and forty (1,440) tons register landed three hundred and fifty-seven (357) tons of freight.

Twenty (20) schooners of one thousand and seventy (1,070) tons register landed twenty thousand nine hundred and forty-one (20,941) railway ties.

Seventeen (17) steamships of fifty-six thousand four hundred and twenty-four (56,424) tons register shipped four thousand nine hundred and sixty (4,960) tons of wood pulp.

Seventeen (17) ferry steamers of four thousand two hundred and thirty-three (4,233) tons register shipped sixteen hundred and forty (1,640) tons of wood pulp.

Six (6) steamships of twenty thousand four hundred and eighty (20,480) tons register shipped three thousand four hundred and fifty-eight (3,458) heads of cattle, or one thousand and twenty-six (1,026) tons.

Twenty (20) lower ports steamships of fourteen hundred and forty (1,440) tons register shipped eight hundred and ninety-four (894) tons of general cargo.

Fifty-four (54) steamships of one hundred and twenty-three thousand nine hundred and twenty-six (123,926) tons register loaded part cargoes of timber and deals.

One (1) sailing ship of four hundred and ninety-two (492) tons register loaded part cargo of deals.

Eighteen (18) steamships of twenty-nine thousand nine hundred and fifty (29,950) tons register loaded full cargoes of timber and deals.

Three (3) sailing ships of two thousand seven hundred and sixty-seven (2,767) tons register loaded full cargoes of timber and deals.

Fifteen (15) steamships of forty-five thousand and sixty-one (45,061) tons register shipped four hundred and forty-two (442) tons of freight.

The surface traffic has required the employment of five thousand nine hundred and twenty cars (5,920), being an increase of two thousand five hundred and thirty-seven (2,537) cars over the previous year.

During the past season, the different ocean mail steamers landed eighteen thousand one hundred (18,100) steerage passengers at the Immigration Station, Louise Docks, who were forwarded to their future homes by the Canadian Pacific Railway Company.

No record has been kept of cabin passengers.

The following vessels who had suffered accidents on their outward trip were accommodated in the Louise Basin, where they, in some cases, having discharged the

REVENUE AND EXPENDITURE.

DR.

1899.	$ cts.	$ cts.
Dec. 31 To Tonnage dues	12,343 84	
Import "	3,915 93	
Export "	4,547 78	
Harbour "	2,286 41	
		23,094 01
To Property Earnings—		
Louise docks, wharves and stores under lease	36,966 79	
Due by and charged to the Dominion government, for ground occupied for immigration purposes	13,845 48	
		50,812 27
To Beach and Deep Water Lots		1,273 69
To Interest Account—		
Twelve months interest on account current in La Banque Nationale		2,135 59
To Sundries		32 50
		77,348 06

CR.

1889.	$ cts.	$ cts.
Dec. 31 By Officers salaries including the engineering expenses and cost of superintending the new works in course of construction		9,393 24
Schooner reporters salaries		403 75
Bonus of one year's salary to Mr. Jos. F. Golden, wharfinger, upon his retirement from office		1,000 00
Legal expenditure		1,158 02
Property expenditure, taxes, repairing and maintaining Louise docks, wharves and stores		20,427 19
Revision of laws		284 00
Notarial expenditure		129 20
Commissioners		3,515 00
Harbour master's service		169 50
Bonus Pilot Chouinard		100 00
Range lights		110 00
Hardware for general use		208 17
Stationery		415 91
Report and annexures for 1898		340 80
Auditors for 1898		200 00
Quebec Gas Company		86 46
Bell Telephone Company		86 81
Guarantee Co., for sec.-treas. and book-keeper		60 00
Removing snow		75 00
Examining apprentice pilots expenses, stenographer, &c		157 32
Dr. Wilf. Beaupré, examining old pilots		32 50
Harbour master St. Thomas, reporting ballast vessels		50 00
Printing, advertising, drawing materials and sundries		785 20
Six months interest to January 1, 1900, on $150,000 of First Preference bonds at 4 p.c.		6,000 00
Balance composed as follows:—		
Surplus of receipts from Customs and earnings of Louise docks, wharves and stores over working expenses and interest on First Preference Bonds	19,314 51	
Due by and charged to the Department of the Interior for rental of ground occupied for immigration purposes in 1899	13,845 48	
		33,159 99
		77,348 06

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, January 2, 1900.

JAS. WOODS,
Secretary-Treasurer.

BALANCE SHEET OF DECEMBER 31, 1899.

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
To Amount at credit of grantees, beach and deep water lots		40,815 90	By Beach and deep water lots		55,461 87
Amount at debit sundries, for rents, wharfage, &c		8,453 76	Receiver General		43,380 00
Unsettled claims against the Dominion government		195,492 55	Quebec harbour debentures		3,612,802 42
Breakwater wharf		225,563 08	First Preference bonds		153,000 00
Pointe-à-Carcy wharf		288,907 40	Stone store, No. 4		1,897 00
East India "		48,552 99	Outstanding accounts		58 93
Grand Trunk "		15,740 32	Profit and loss		546,513 96
Wellington "		86,541 85			
Atkinson's "		51,103 20			
Reynar's "		9,918 29			
Pointe-à-Carcy deepening		86,275 36			
Harbour improvements, River St. Charles		3,119,058 98			
Harbour improvements, river front—					
Breakwater curve, &c	19,210 22				
Pointe-à-Carcy extension	151,730 81				
		170,941 03			
Cash on hand	785 38				
" La Banque Nationale	31,770 58				
		32,555 96			
Hopper barge		5,609 28			
Steam crane dredge		5,105 21			
Office furniture		3,674 97			
Jackscrews account		394 87			
Anchor "		264 38			
Tools "		2,737 26			
Timber "		11,725 00			
Stone "		537 50			
Pile-driver "		33 70			
Bills receivable		572 96			
Suspense Account—					
Rents for November and December	1,554 14				
Arrears of interest to Dec. 24, on beach and deep water lots	984 24				
		2,538 38			
		4,413,114 18			4,413,114 18

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, January 2, 1900.

JAS. WOODS,
Secretary-Treasurer.

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission for the year 1899, and that that balance sheet as found in the Journal folios 570, 571, 572 and 573 is correct.

QUEBEC, Januuary 3, 1900.

L. A. BERGEVIN,
ARTHUR E. SCOTT, } *Auditors.*

STATEMENT of Assets and Liabilities, per Balance Sheet of Date.

1899.	Assets.	$ cts.	$ cts.
Dec. 31	Real Estate—		
	Breakwater wharf	225,563 08	
	Pointe-à-Carcy wharf	288 907 40	
	East India "	48,552 99	
	Grand Trunk "	15,740 32	
	Wellington "	86,541 85	
	Atkinson's "	51,103 20	
	Reynar's "	9,918 29	
			726,327 13
	Harbour Improvements—		
	River St. Charles	3,119,058 98	
	Deepening of the inside face of Pointe-à-Carcy wharf	86,275 36	
			3,205,334 34
	Harbour Improvements—River Front.		
	Breakwater curve, &c.	19,210 22	
	Pointe-à-Carcy extension	151,730 81	
			170,941 03
	Cash		
	On hand	785 38	
	In La Banque Nationale	31,770 58	
			32,555 96
	In re Beach and Deep Water Lots—		
	Capital at debit 'sundries'	34,644 00	
	Arrears of interest to June 24	6,171 90	
	" Dec. 24	984 24	
			41,800 14
	Rents, Wharfage, &c.		
	Due by sundries, as per balance sheet	8,453 76	
	Rents for November and December	1,554 14	
			10,007 90
	Dominion Government—		
	Unsettled claims	.....	195,492 55
	Hopper barge	.....	5,609 28
	Steam crane dredge	.....	5,105 21

1899.	Liabilities.	$ cts.	$ cts.
Dec. 31.	Quebec harbour debentures	3,612,802 42	
	Receiver General	43,380 00	
	First Preference bonds	150,000 00	
	Six months' interest on First Preference bonds to Jan. 1, 1900	3,000 00	
	Outstanding accounts	58 93	
			3,809,241 35
	Surplus, composed as follows—		
	Beach and deep water lots	55,461 87	
	Stone store No. 4	1,897 00	
	Profit and loss	546,513 96	
			603,872 83

Jackscrews on hand		394 87				
Anchors "		264 38				
Timber "		11,725 00				
Stone "		537 50				
Tools "		2,737 26				
Pile driver		33 70				
Office furniture		3,674 97				
Bills receivable		572 96				
		4,413,114 18				4,413,114 18

HARBOUR COMMISSIONERS OFFICE,
QUEBEC, January 2, 1900.

JAS. WOODS,
Secretary-Treasurer.

We hereby certify that we have examined the books and vouchers of assets and liabilities of the Quebec Harbour Commission for the year 1899, and we have found the same in all particulars the true position of the trust at that date.

L. A. BERGEVIN,
ARTHUR E. SCOTT, } *Auditors.*

QUEBEC, February 3, 1900.

QUEBEC, January 2, 1900.

EXPENDITURE ON CAPITAL ACCOUNT FOR THE YEAR 1899.

HARBOUR IMPROVEMENTS, RIVER FRONT.

Point-à-Carcy extension	$ 121,488 67	
Breakwater, curve, &c	15 00	
		$ 121,503 67
Harbour improvements, River St. Charles		84 00
Ottawa cove		587 04
Office furniture		83 00
Tools account		70 27
Pile driver		33 70
Steam crane dredge		50 00
		$ 122,411 68

JAS. WOODS,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSION.

—	1898.	1899.	Difference in 1899.	
	$ cts.	$ cts.	$ cts.	
Tonnage dues	12,609 69	12,343 84	265 85	Decrease.
Import "	3,442 73	3,915 98	473 25	Increase.
Export "	3,858 82	4,547 78	688 96	"
Harbour "	2,275 98	2,286 41	10 43	"
Property receipts	45,640 50	50,812 27	5,171 77	"
Interest	1,591 93	2,135 59	543 66	"
Beach and deep water lots	1,301 75	1,273 69	28 06	Decrease.
Sundries	4 80	32 50	27 70	Increase.
Interest and premium on bonds	3,550 27	.....	3,550 27	Decrease.
	74,276 47	77,348 06	3,071 59	Increase.

HARBOUR COMMISSIONERS' OFFICE.
QUEBEC, February 3, 1900.

To the Chairman and Commissioners,
Quebec Harbour Commission.

GENTLEMEN,—We beg respectfully to report that we have audited the books and vouchers of the commission for the year 1899 and we are pleased to state that we have found everything perfectly correct and in very good order.

We beg to tender our sincere thanks to the secretary for his courtesy and all the facilities possible which he has given us.

We have the honour to be, gentlemen,
Your obedient servants,

L. A. BERGEVIN,
ARTHUR E. SCOTT,
Auditors.

APPENDIX No. 5.

BELLEVILLE HARBOUR COMMISSIONERS, REPORT FOR YEAR ENDED DECEMBER 31, 1899.

BELLEVILLE, January 16, 1900.

To the Honourable
The Minister of Marine and Fisheries
Ottawa.

SIR,—The Harbour Commissioners of the City of Belleville beg to submit herewith a statement of the receipts and expenditure in connection with the harbour for the year ending December 31, 1889.

The report of the harbour master for the year is also inclosed.

The larger portion of the amount under the heading of 'Harbour Improvement' was expended on the western embankment of the river. This embankment is now completed to its southerly end joining the boom piers.

It is expected that it will protect the land on the western side of the harbour from the floods and spring freshets and by confining the river at its mouth (as recommended by the Government engineers) materially lessen the effects of the breaking up of the ice in the spring.

The material used in this work was taken from the dredging done in the harbour during the early part of the summer. The dredge did some excellent work in removing obstructions and in deepening the western channel of the harbour.

I have the honour to be sir,
Your obedient servant,
GEORGE WALLBRIDGE,
Chairman, Harbour Commissioners Belleville Ont.

STATEMENT of the Receipts and Expenditure of the Harbour Commissioners of Belleville, Ont., for the Year ending December 31, 1899.

DR. CR.

Receipts.	$ cts.	$ cts.	*Expenditure.*	$ cts.	$ cts.
Harbour dues collected during the year, as per harbour master's report		2,605 38	Buoys—Placing, removing and painting		8 42
Rent of small house on river bank for 10 months to Oct. 31, 1899	25 00		Booms—Swinging and removing		100 00
Less paid out for repairs	4 28		Plans and surveys for the Department of Public Works		10 00
		20 72	Ice cutting to relieve flooding		37 00
Material—			Harbour Improvement—		
Received from the Bay of Quinté Bridge Co. for material from dredging	39 00		For completion of western embankment	1,026 00	
	5 00		For repairs to island embankment	179 00	
Received from sale of lumber		44 00			1,205 30
			Interest on overdraft at bank		4 00
			Salaries—		
			Harbour master, 12 mos	600 00	
			Tally clerk	60 00	
					660 00
			Office Expenses—		
			Rent of office, storehouse and boathouse	30 00	
			Fuel (for office), $4.50; repairs to boat, $5.90	10 40	
			Stationery and postage, $7.15; sundries, $2.20	9 40	
			Travelling expenses	1 50	
			Legal advice and papers	16 50	
					67 80
		2,670 10			2,109 17
Balance on hand January 1, 1899		850 76	Balance on hand and in bank		1,410 69
		3,520 86			3,520 86

DOMINION OF CANADA,
Province of Ontario,
County of Hastings.
To Wit:

In the matter of the Report of the Harbour Commissioners of the City of Belleville, for the year ended December 31, 1899.

I, GEORGE WALLBRIDGE of the city of Belleville, in the county of Hastings, merchant, do solemnly declare that:

1. I am chairman of the Harbour Commissioners of Belleville.
2. That annexed hereto is a statement of the receipts and expenditures of the Harbour Commissioners of Belleville for the year ending December 31, 1899.
3. That the said statement is true and correct as therein set forth.
4. That nothing is wilfully omitted therefrom which should be stated therein, or improperly inserted therein, to the best of my knowledge, information and belief.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of 'The Canada Evidence Act,' of 1893.

GEO. WALLBRIDGE.

Declared before me at the city of Belleville, in the county of Hastings, this 18th day of January, A.D. 1900.

G. MASSON,
A Notary Public.

BELLEVILLE, January 16, 1900.

To the Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—The undersigned harbour master of the city of Belleville begs to submit the following report for the year 1899.

Navigation opened in Belleville harbour on April 18 and closed on December 9.

Import dues on 14,103 tons coal, less rebate on 181 tons transhipped		$ 1,401 25
Dues on	693,147 feet lumber	34 63
"	890,000 shingles	26 70
"	1,233 cords wood	61 65
"	180,000 lath	2 27
"	47 tons cement	4 70
	1,217 tons merchandise	121 70
"	101 " salt	10 10
"	291 " potters' clay	17 46
"	9,500 bush. corn	11 87
"	2,000 " oats	2 50
"	108½ tons tomatoes	10 85
"	60 cubic feet stone	1 20
"	760 bush. pease	95
		$ 1,707 83

Export dues on 120,485 logs &c.,	$	759 15
" " 97,150 feet lumber		9 71
" " 15,731 bush. barley		19 66
" " 1,411 " rye		1 76
" " 5,635 " pease		7 08
" " 1,673 " oats		2 09
" " 27,124 " wheat		33 90
" " 83 tons cheese		8 30
" " 70,000 shingles		2 10
" " 464½ tons merchandise		46 45
" " 2,000 feet lumber		0 10
" " 300 cubic yards stone		6 00
" " 25,000 brick		1 25
Dues collected during the season are as follows :	$	897 55
Total amount derived from imports	$	1,707 83
Total amount derived from exports		897 55
	$	2,605 38

The amount of dues collected show a considerable increase over last year largely due to a greater quantity of coal being received this year.

The dredge did good work in the harbour while working here during last spring removing obstructions in the western channel and also along the docks on the eastern side.

All of which is respectfully submitted.

I have the honour to be, sir,

Your odedient servant,

D. COLLINS,

Harbour Master.

DOMINION OF CANADA,
Province of Ontario, County of Hastings,
To Wit :

In the matter of the report of the harbour master of the city of Belleville, for the year ending December 31, 1899.

I, DANIEL COLLINS, of the city of Belleville, in the county of Hastings, harbour master, do solemnly declare that :

I am harbour master at the city of Belleville.

That my report hereunto annexed contains a true, correct and full statement of the revenue from the harbour at the city of Belleville for the year ending on the 31st day of December, 1899.

That the said report is in all other respects true and correct to the best of my knowledge, information and belief.

And I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of 'The Canada Evidence Act of 1893.'

D. COLLINS,

Harbour Master.

Declared before me at the city of Belleville, in the county of Hastings, this 18th day January, 1900.

G. MASSON,

A Notary Public.

APPENDIX No. 6.

THREE RIVERS HARBOUR COMMISSIONERS REPORT FOR THE YEAR 1899.

COMMISSIONERS :

ALEX. HOULISTON, Esq., Chairman

NAP. LAJOIE, Esq. HENRY E. HART, Esq.
ARTHUR OLIVER, Esq. P. A. DROLET, Esq.
GEORGE BALCER, Secretary.

A remarkable feature in this year's statement is undoubtedly the sudden, and we readily admit, rather unexpected large increase in the shipping of the port during the season of navigation 1899.

From an average of some 40 vessels, with 70 to 75,000 tons for the last half decade our ocean traffic increased to 73 vessels with 160,840 tons for Three Rivers wharves alone, bringing up the total number

To 91 vessels with.... .....200,686 tons
As against 43 vessels with..... 71,264 tons in 1898
And against 49 vessels with..... 79,689 tons in 1897

i. e : a gain of more than 100 per cent in the number of vessels, and 150 per cent in the tonnage over the best season ever attained.

For years past our traffic has been steadily increasing, and nearly all our former reports bear evidence of a regular marked progress. But neither the general prosperity of the country, nor the unmistakable direct influence of the industrial development in this section of the province could, at the present moment at least, warrant such abnormal increase as witnessed during the season 1899. Some other equally potent factors will therefore have to be sought for.

Foremost amongst the latter are the geographical situation and the natural advantages of a port which, extending for miles right along the main 30 foot channel, thousands of feet in width, can afford to offer to the shipping, at a relatively small outlay, any amount of accommodation not easily met with elsewhere, and facilities for concentrating freight, loading and unloading vessels seldom equaled in other ports. Thus can we explain that with even moderate, and for such a large traffic rather limited improvements, we have at last succeeded in drawing the attention of the larger shipping circles who, up to quite recently, would not have thought of risking one of their big 10,000 ton steamers alongside our wharves.

We candidly admit, when in last year's report we prided ourselves upon an organization capable of meeting, for at least some time to come, all exigencies of modern traffic, we did not expect such numbers of the larger class of vessels applying at once and the same time for space ; and freight offering in such quantity as to render our accommodation on more than one occasion totaly inadequate. And the sense of responsability again became apparent as to the urgency for further extending our harbour improvements.

Applying an amount originally designed for local purposes, the commissioners at once commenced the construction of another large 30 foot deep wharf. But the season was scarcely half over when it was found that nothing less than the total completion of the eastern section would accommodate the lumber trade alone ; while in the western section the wharves would have to be extended at least 600 to 700 feet for the further accommodation of the also rapidly increasing coal trade.

So much for actual traffic.

But when the initial works at the Shawinigan Falls will be completed; when the gigantic industrial establishments now under construction at that place will be in working order, and others under consideration, be established in Three Rivers, the question arises: will the contemplated increase in our improvements be sufficient to accommodate the constantly increasing traffic?

We know, for instance, that the production of the Laurentide Pulp Co. at the Grand Mère will exceed, this season, 200,000 tons, partly for home consumption, but to a greater extent for export. To produce such quantities it requires, apart from the wood and other raw material, from 25,000 to 30,000 tons of coal, sulphur, clay, &c; all articles to be imported by sea.

With the output of the Radnor forges, and other minor establishments already operating we will not go far astray in saying that, inside of a few years another 500,000 tons of freight will have to be added to, and this as much for the benefit of the ocean shipping as for the land and river carrying trade; and more pertinent than ever will be the question: how to provide for handling all this freight?

And this is not all.

In August last, about the time when the water in the St. Lawrence was at the lowest, the question of shipping cattle from Three Rivers was seriously discussed. The larger steamers, not being able under prevailing circumstances to take their full cargo at Montreal, the interested parties came to the conclusion that our port, being nearer to Montreal and not hampered by the inconveniences of extreme tides, would best be in position to relieve this periodical drawback. And preparations were made to ship from here a portion of the 30,000 head of cattle then remaining to be forwarded, when—owing to the shallowness opposite Champlain River—three (3) steamers in succession met with a slight accident in the main channel. Although the impediment had at once been removed by a government dredge, it was thought advisable to go to Quebec to load the cattle—even at far larger expense—until more accommodation and properly adapted improvements for this particular trade could be established in our port.

Thus is it clear that our accommodations do not even now fully answer the purpose, and as for the coming traffic no time must be lost to provide for every necessary improvement.

But here another serious question arises:

'Are the commissioners in position to meet the heavy expenses for such largely increased and costly harbour works?'

With the exigencies of modern traffic; the demand and extension of to-day's trade and commerce; the continual increase in the size and draught of vessels, requiring each and all special commodities—Three Rivers not more than Montreal, Quebec or any other port can dispose of sufficient resources to go beyond a certain limit. Trying to raise fresh loans and thus intentionally impairing their finances might be of but poor help; imposing new taxes, or increasing existing harbour dues would be of but scant relief, and a policy of rather doubtful nature, righteously condemned by every one.

Only one logical solution remains:

'The participation of the Dominion in the expenses for all unavoidable extra harbour works.'

Here as well as in other parts of the country Government's action and intervention is the primary condition for establishing works of purely public interest. Question of local interest, political favour, or excessive *amour de clocher* shall not and do not prevail here. A large view has to be taken of our case, or the present and future development of the trade of the Dominion is but a myth, or the prevailing conditions require the most serious and immediate attention.

Besides, larger ports are not the only ones deserving careful consideration. Trade interests command consideration in every quarter, for every detail and in all its ramifications, and in this our section of the Dominion where new and most powerful factors are at present engaged in preparing an era of unprecedented industrial development—the attention of the government will necessarily have to be particularly directed.

Public opinion is far from adverse to these views, and we have reason to believe that the Government—fully realizing the facts—will not fail to do its duty.

COMPARATIVE Statement of Exports and Imports for the Port and District of Three Rivers for the year ending December 31, 1899.

The aggregate volume of 'direct' foreign trade as per custom and consular returns amounted, in 1890, to $2,235,150 divided into :—

Exports	$1,856,850
Imports	378,300

the largest amount for 'direct' transportation ever attained before.

In 1898, the total figured	$1,785,180
In 1897	1,633,037

Thus in 1890, we have a surplus of $450,000, or 30 per cent over the total of the preceding, and $600,000 or 37 per cent over the year 1897.

In further comparing we find exports in 1899 showing an increase of $782,000, or 66 per cent over 1898 ; and $415,000 or 29 per cent over 1897.

Imports in 1899 fell short of $232,000 as compared with 1898, but gained $186,000 over 1897. The large difference with 1898 is accounted for by the importation during that season, of the costly machineries for the Grand'Mére Pulp and Paper Mills. In 1900, larger figures will again appear under the same heading for the mammoth establishments at the Shawinigan Falls.

The progress of our imports following their regular course, further comments are not necessary. Not so with the exports, the details of which may furnish some more useful information.

For the first time in many years our exports to Great Britain exceeded the exports to the United States, and this by a most appreciated figure.

Never before did we send to the mother country more than $600,000 worth and the average of the last ten years attained about $500,000. This time we reached the million. A net gain of exactly 100 per cent.

True one may observe that the price of lumber for instance being very high, the increase in our exports do not bear the same interest.

This may partly be the case, but an average of $11.50 per M. feet B.M. do not vary much with the average of preceding years while it remains even below the average of a good many other seasons. The quantities, on the other hand, are far more suggestive. They exceeded in 1899 by 90 per cent the quantities shipped in 1898 70 per cent of those of 1897, and 80 per cent over 1896.

Another notable feature is the progress in the export of pulp and paper to Great Britain ; an article which henceforth will play a prominent figure and show a continual regular increase.

It may also be well to remind that in the foregoing no mention is made of our indirect exports to England. Cheese and butter to the amount of over $600,000 are still annually shipped via Montreal, and many thousand tons of our hay are carried off every season by the outgoing cattle steamers.

Our export to the United States, in 1899, although larger than in 1898, and about the same as in 1897, show a decrease of some $140,000 over 1896.

The discrepancy is entirely due to the quantities of lumber shipped and the effect of the $2 duty levied on the lumber in the United States.

In last mentioned year 42,000,000 feet, at a value of $374,000, were shipped whereas shipping in 1897 was reduced to twenty-eight and a half million and $270,000, and in 1898 to even nineteen and a half million with only $135,000 ; 1899 coming in again with about 30,000,000 feet and $265,000, a better average is also obtained, although that average does not give the exact value of the increase in the price which lately so well maintained in the market of the United States.

Pulp wood gained some 10,000 cords over 1898, and about 16,000 over 1897. The quantity shipped in 1899 was 66,350 cords, valued at $240,000.

Year by year progress has been noted in the export of that article, although the price never varied much. The proposed change in the fiscal policy of the Quebec

Government, imposing an increased stumpage due on pulp wood not manufactured in the province, will undoubtedly have a modifying effect upon next year's export. Still we are under impression that matters will settle themselves, the wood cut on private property not being subject to the government measure and a difference of even $1.50 per cord of the raw material may not represent a very large percentage in the final value of a ton of paper in the United States.

The shipping of wood pulp to the United States held its own in 1899; the same with most of our other articles of exports.

Exports to other countries continued moderate.

France received three cargoes of lumber and a few hundred tons of charcoal iron.

Spain had but two cargoes of lumber; while some trial shipping with paper had been made to Holland and Belgium; and a commencement of a fairly good opening established with the same product in the Australian colonies.

We may further remark that the total export of our staple representing the respectable amount of 106,000,000 feet lumber valued at $1,165,000 has been forwarded.

Seventy-six and a half million in 80 cargoes to British and continental markets, and 29,000,000 feet in 490 canal barges, and a small proportion by rail, to the United States. At an average of 44·6 per petg. std., the freight for Europe represents over $400,000. Adding the other freight, ocean carriers earnings in our port in 1899 did not fall short of a half million dollars.

In conclusion we beg to give an outside opinion as to the value of our port in connection with the present industrial development in our district.

In a communication to the president of the Shawinigan Water and Power Co., the hydraulic and mill engineers speaking of 'Transportation Facilities' reported, after railroad matters as follows

'While at Three Rivers you have a point which offers most excellent shipping facilities both by rail and water. This will be an especially desirable location at which to manufacture for export, as vessels en route to all parts of the world will touch here. There is no other place where there is a water power of this magnitude which can be economically transmitted to a point reached by ocean going boats. Your company will be able to sell power at Three Rivers cheaper than it can be had at any other sea port in the world.

The following is the summary statement of exports:—

To the United States—

Lumber, thousand feet B.M., 29,800	$ 265,535
" other	14,590
Pulp wood, cords, 66,349	239,560
Wood pulp	144,270
Produce of the field and farm	30,555
" " mines	87,475
Other manufactures and produce	6,340
Household effects	18,715
	$ 807,040

To Great Britain—

Lumber, thousand feet B.M., 74,500	$ 877,380
Square timber	1,480
Paper and cardboard	124,195
Hay	180
	$ 1,003,235

To France—		
Lumber, feet, B M., 903,500	$	10,055
Charcoal pig iron		7,500
	$	17,555
To Spain—		
Lumber, feet, B.M., 888,000	$	10,000
To Holland and Belgium—		
Paper and charcoal pig iron	$	2,195
To Australia—		
Paper	$	16,835
Total exports	$	1,856,950

IMPORTS.

From the United States—		
Plants, hardware and machineries	$	90,400
Metal		12,950
Drugs, chemicals, &c		7,890
Firebricks, sand, clay, grindstone		5,130
Coal		11,830
Breadstuff and provision		19,130
Cotton and woollen goods		13,245
Fancy goods		4,175
Leather and manufacturing of		26,790
Other manufacture		10,355
Wood and manufacture of		1,795
Raw hides, skins and furs		3,665
" tobacco		5,475
Books, prints and stationery		3,645
Divers		12,185
Settlers' effects		26,235
	$	254,895
From Great Britain—		
Cotton and woollen goods	$	8,545
Dress and fancy goods		2,565
Manufactured articles		650
Leather		1,260
Sulphur		18,520
China clay		2,700
	$	34,240
From France—		
Dress and fancy goods	$	1,315
Furs		220
Books and stationery		930
Wine and brandy		790
	$	3,255

From Holland—

Gin	$ 4,015

From Germany—

Leather and manufacture of	$ 1,030
Dress and fancy goods	125
Divers	420
	$ 1,575

From Austria—

Furs	$ 325

From Lower Provinces—

24,500 tons coal	$ 80,000
Total imports	$ 378,305

Grand total 'direct' transactions—

Exports	$ 1,856,950
Imports	378,305
	$ 2,235,255

GEORGE BALCER,
Secretary.

Harbour Commissioners' Office,
Three Rivers, February 24, 1900.

STATEMENT of Number and Tonnage of Sailing Vessels and Steamers entered inward and outward at the port and out-ports of Three Rivers for the year 1899.

OCEAN TRAFFIC.

Return of Vessels Inward.	No.	Tons.	Return of Vessels Outwards.	No.	Tons.
Total arrivals	91	200,686	Total departures	91	200,686
Steamers	89	198,502	British and Canadian	84	189,150
Sailing vessels	2	2,184	Norwegian	4	5,748
			Danish	2	4,674
			Russian	1	1,114

PORT OF THREE RIVERS.

Arrived.	No.	Tons.	Cleared For.	No.	Tons.
Steamers	71	158,656	Great Britain	59	136,490
Sailing vessels	2	2,184	Inland ports	10	15,210
			Antwerp	2	5,459
			Spain	2	3,681

OUTPORTS—BATISCAN.

Steamers	3	8,232	Great Britain	3	8,232

LAKE ST. PETER—PIERREVILLE, LOUISEVILLE.

Steamers	15	31,614	Great Britain	14	28,870
			Antwerp	1	2,744

UNITED STATES.

—	Number.	Tonnage.
Port of Three Rivers—United States canal boats	496	47,453
Outports—United States canal boats and barges	185	17,575
	681	65,028

INLAND TRAFFIC.

Bateaux not registered	105	.....
Schooners and barges	56	5,184
Tugs and steamboats	131	13,951
	292	19,135

RECAPITULATION.

Ocean traffic	91	200,686
United States	681	65,028
Local	292	19,135
Grand total	1,064	284,849

(Richelieu and Ontario Navigation Company's steamers, market and local boats not included.)

Receipts and Disbursements of Harbour Commission of Three Rivers for the year 1899.

RECEIPTS.

Months.	Collections of Harbour Dues.									Proceeds From		
	Commissioner's Office.					Custom-house.						
	Tonnage dues on vessels.	On Goods. Inwards.	On Goods. Outwards.	Commutation.	Rent of wharf and moorage.	Tonnage dues.	On Goods. Inwards.	On Goods. Outwards.	Moorage dues.	Sale of debentures.	Notes issued.	Other sources.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
January	...	15 49	3 60	28 27	...	...	...	...	...	20,000 00	...	...
February	...	...	15 70	...	...	...	...	...	...	...	...	...
March	...	...	10 83	4 50	200 00	...	...	...	...	...	...	...
April	2 97	22 53	...	...	2 00	...	...	...	...	...	...	...
May	13 17	3 47	20 73	...	...	...	...	...	...	...	...	...
June	12 19	11 93	...	100 00	5 25	750 00	750 00	500 00	...	...	...	...
July	23 48	163 88	4 59	25 00	36 00	...	...	...	...	...	...	...
August	18 73	...	8 00	...	6 40	500 00	1,000 00	1,000 00	...	...	...	...
September	117 65	51 23	28 33	...	2 30	...	...	...	...	...	...	...
October	2 58	6 20	28 30	...	25 00	1,000 00	250 00	750 00	...	...	...	...
November	17 23	34 56	106 34	40 00	0 90	1,300 00	...	700 00	...	...	...	...
December	117 00	28 40	8 40	30 00	100 00	79 87	146 68	395 01	546 40	...	...	795 13
	325 00	337 68	234 82	227 77	377 85	3,629 87	2,146 68	3,345 01	546 40	20,000 00	...	795 13

Recapitulation.

Commissioner's Office—		
Tonnage dues	$ 325 00	
Harbour dues, inwards	337 68	
" outwards	234 82	
Commutation	227 77	
Rent of wharves and moorage	377 85	
		$ 1,503 12
Custom-house—		
Tonnage dues	$ 3,629 87	
Harbour dues, inwards	2,146 68	
" outwards	3,345 01	
Moorage dues	546 40	
		$ 9,667 96
Total collection		$ 11,171 08

PROCEEDS FROM—			
Sale of debentures	$ 20,000 00		
Reimbursement	8 00		
Interest on deposits	787 13		
		20,795 13	
Deposit in bank and cash, January 1, 1899		23,279 70	
Total receipts			$ 55,245 91

RECEIPTS and Disbursements of Harbour Commission of Three Rivers, &c.—*Concluded.*

DISBURSEMENTS.

Months.	Expenses for Administration.						Disbursements Chargeable to						
	Current expenses.	Salaries and Commissions	Rent.	Printing and Stationery	Travelling and other Expenses.	Refunds.	Engineer's Office.	Repairs.	Construction Account.	Plants and Tools.	Property Account.	Interest Account.	Divers Sinking Fund.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
January...	58 70	159 33	.....	.....	.....	.....	.....	12 00	2,050 00	77 50	.....	1,525 00	202 50
February..	13 74	147 33	50 00	16 38	.....	.....	24 50	24 35	3,249 16	.....	.....	.....	.....
March	9 55	147 33	50 00	.....	.....	.....	0 50	.....	4,355 32	.....	530 00	.....	.....
April.....	20 21	147 33	.....	.....	.....	.....	.....	168 65	521 43	150 00	123 33	.....	.....
May	33 23	147 33	.....	28 70	.....	.....	8 20	147 75	1,800 00	42 28	.....	.....	.....
June.. ...	15 45	171 33	.....	33 00	.....	15 07	.....	27 65	834 60	.....	1,237 50	100 00	477 50
July	38 04	157 33	50 00	.....	.....	.....	9 60	47 87	1,057 50	43 10	.....	2,275 00	.....
August....	17 65	157 33	.....	.....	.....	.....	26 25	235 35	1,200 00	136 10	800 00	12 50	.....
September.	13 61	157 33	.....	.....	.....	.....	.....	233 88	2,100 00	.....	50 70	.....	.....
October...	22 73	157 33	50 00	.....	.....	.....	.....	246 56	2,175 00	.....	.....	.....	.....
November.	23 00	157 33	.....	.....	.....	.....	7 15	30 30	4,100 00	.....	.....	.....	.....
December.	13 85	447 41	.....	27 60	.....	284 50	.....	214 35	1,123 50	.....	2 75	.....	.....
	279 76	2,154 04	200 00	105 68	.....	299 57	76 20	1,388 71	24,566 51	448 98	2,744 28	3,912 50	680 00

RECAPITULATION.

ADMINISTRATION—		
Current expenses	$ 279 76	
Salaries and commissions	2,154 04	
Rent	200 00	
Printing and stationery	105 68	
Refunds	299 57	
		$ 3,039 05
DISBURSEMENTS—		
Engineer's office	$ 76 20	
Repairs and general harbour expenses	1,388 71	
		1,464 91
Construction account	$ 24,566 51	
Plants and tools	448 98	
Property account	2,744 28	
		27,759 77

Interest on debentures	$ 3,912 50			
Sinking fund	680 00			
		4,592 50		
Total disbursements			$ 36,856 23	
Deposit in bank and cash, December 31, 1899			18,389 68	
Total				$ 55,245 91

GEORGE BALCER,
Secretary-Treasurer.

THREE RIVERS, January 15, 1900.

APPENDIX No. 7

REPORT OF THE PICTOU HARBOUR COMMISSIONERS FOR THE YEAR ENDED DECEMBER 31, 1899.

PICTOU, N.S., January 12, 1900.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to inclose you accounts of the Harbour Commissioners, for the Port of Pictou, N.S., for the year ending December 31, 1899. Also, a statement from the Collector of Customs for this port.

Yours very truly,

HENRY G. IVES,
Secretary.

MEMORANDUM of Receipts and Disbursements on account of Harbour Dues at the Port of Pictou, N.S., during the year ending December 31, 1899.

1899.	RECEIPTS.	$	$
Jan. 1..	Balance in Bank of Nova Scotia	70 00	
Dec. 31..	Harbour dues collected in 1899	675 25	
			745 25
	DISBURSEMENTS.		
Dec. 31..	Paid harbour master's salary for 1899	200 00	
" 31..	Paid harbour commissioners during 1899	475 25	
" 31..	Balance in Bank of Nova Scotia, reserved to pay harbour master's salary during winter of 1900	70 00	
			745 25
" 31..	Balance in bank	70 00	

Certified correct,

D. McDONALD,
Collector.

HARBOUR COMMISSIONERS, Port of Pictou, in account with Henry G. Ives, Secretary.

1899.		$ cts.	1899.		$ cts.
Jan. 14	To E. M. McDonald's account for 1898	12 15	Jan. 1	By Balance per account	612 41
" 20	R. Dawson & Son's account for 1898	1 70	Dec. 30	Deposited by collector per his account	475 25
" 26	Jas. McDonald, repairing buoy pump	0 50	" 30	Interest on $2,500 deposit receipt	128 25
April 4	S. Sutherland for balance due per his account	10 82			
" 4	Interest on mortgage, one year up to Nov. 15, 1898	10 56			
May 2	Mell. McDonald for bushes for channel to East River	4 00			
" 12	John Dalton, pumping buoy	1 00			
" 13	Thos. Fraser, bushing West River	8 00			
" 13	Wm. Livingston, bushing East River, removing log from channel and repairing wharf	23 00			
" 17	Expenses to New Glasgow	2 00			
" 18	Jas. A. Fraser, paint, &c., for buoys	2 13			
" 18	Painting buoys and changing Middle River buoy	6 00			
June 5	Jno. McLennan for puncheon for buoy	3 75			
" 6	Jno. McRea, bushing Middle River	8 00			
" 26	Pumping East River buoy	2 00			
July 6	Commissioners' travelling expenses	14 00			
" 14	SS. Drummond, bushing channel to East River	6 00			
Aug. 23	Joseph Graham, wharfinger, &c., N. Glasgow	25 00			
Sept. 1	G. Reddy, blacksmith, repairing buoys	13 32			
" 5	E. Cameron, tinsmith, repairing buoy	4 85			
Oct. 7	SS. May Queen, placing Harbour buoys	12 00			
" 24	Wm. Livingston, clearing channel East River	1 50			
Dec. 15	Taking in harbour buoys	20 00			
" 30	E. M. McDonald's account 1899	25 00			
" 30	W. B. Ives' account 1899	7 00			
" 30	Secretary's salary	100 00			
" 30	Balance in Bank of Nova Scotia	891 63	Dec. 30	By Balance credit in Bank of Nova Scotia 891.63	1,215 91
		1,215 91			

HENRY. G. IVES,
Secretary.

PICTOU, January 1, 1900.

APPENDIX No. 8.

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY FOR THE YEAR ENDED DECEMBER 31, 1899.

OFFICE OF HARBOUR COMMISSIONERS,
NORTH SYDNEY, C.B., July 11, 1900.

JOHN HARDIE, Esq.,
Acting Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to hand you herewith inclosed report and financial statement of the North Sydney Harbour Commissioners. I regret the delay in forwarding these papers. They were laid aside for signature and neglected.

Your obedient servant,

WM. HACKETT,
Secretary.

OFFICE OF HARBOUR COMMISSIONERS,
NORTH SYDNEY, C.B., Jan. 20, 1900.

Number, tonnage and classification of vessels that arrived at this port during the year ending December 31, 1899, navigated by 23,825 seamen :—

	Number.	Tonnage.
Ocean-going steamships	591	569,454
Coasting	139	44,231
Ships	1	1,455
Barques	8	7,240
Barkentines	14	3,746
Brigantines	13	2,405
Schooners	810	58,150
	1,576	686,681

Coal shipments for 1899 :—

General Mining Association, Ltd. ..... 229,000 tons.
Dominion Coal Company, Ltd. ..... 1,541,282 "

WM. HACKETT,
Secy. Harbour Commissioners.

HARBOUR COMMISSIONERS' Statement of Receipts and Disbursements for Year ending December 31, 1899.

1899.	RECEIPTS.	$ cts.	1899.	DISBURSEMENTS.	$ cts.
	Balance on hand Dec. 31, 1898..	1,682 09		Peter McDonald.....	200 00
Jan. 10	Cash from customs, harbour dues	19 93		J. W. Gordon.....	200 00
" 26	" " ..	24 69		Joseph Shean....	400 00
Feb. 28	" " ..	14 33		Office.....	50 00
April 24	" " ..	13 45		V. E. Bown.....	45 00
May 9	" " ..	78 57		Wm. Hackett	400 00
" 15	" " ..	46 20			
" 22	" " ..	52 88			
" 29	" " ..	67 88			
June 6	" " ..	127 09			
" 12	" " ..	71 24			
" 17	" " ..	62 73			
" 24	" " ..	61 23			
July 1	" " ..	48 06			
" 8	" " ..	92 66			
" 15	" " ..	47 93			
" 22	" " ..	82 74			
" 29	" " ..	64 39			
Aug. 5	" " ..	48 84			
" 12	" " ..	71 00			
" 19	" " ..	92 42			
" 26	" " ..	45 97			
Sept. 2	" " ..	65 28			
" 9	" " ..	73 36			
" 16	" " ..	52 32			
" 23	" " ..	47 52			
" 23	" SS. Bruce for Aug....	37 35			
" 30	" customs, harbour dues	67 80			
Oct. 7	" " ..	63 07			
" 14	" " ..	42 69			
" 21	" " ..	49 10			
" 28	" " ..	57 08			
Nov. 4	" " ..	30 95			
" 4	" SS. Bruce for Sept....	44 44			
" 11	" customs, harbour dues	46 90			
" 18	" " ..	34 02			
" 25	" " ..	59 19			
" 25	" SS. Bruce for Oct	40 78			
Dec. 2	" customs, harbour dues	26 61			
" 9	" " ..	22 60			
" 16	" " ..	31 60			
" 23	" " ..	34 26			
" 31	" wharfage	20 00			
" 31	" SS. Bruce, $44.56 for Nov., $44.34 for Dec.	88 90			
" 31	" customs, harbour dues	23 21		Balance on hand	2,680 35
		3,975 35			3,975 35

PETER J. McDONALD,
JAMES W. GORDON,
WM. HACKETT.

NORTH SYDNEY, C.B., January 20, 1900.

APPENDIX No. 9.

REPORT OF THE PILOTAGE AUTHORITY OF MONTREAL FOR THE YEAR 1899.

HARBOUR COMMISSIONERS OF MONTREAL.
SECRETARY'S OFFICE, MONTREAL, February 28, 1900.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR, I have the honour, by direction of the Harbour Commissioners of Montreal, as the pilotage authority, to transmit, for the information of the honourable the Minister of Marine and Fisheries, the following report of the pilotage district of Montreal, for the year ended December 31, 1899.

The accompanying statement gives the names, earnings, &c., of all the pilots for the past season, and shows a decrease in the latter of $4,459.57 from 1898, in which year they exceeded those of any previous year by almost $10,000.

The total amount of pilotage dues was received from the following services, namely :

BRITISH.

Steamships	$65,587 51	
Sailing vessels	535 36	
		$66,122 87

FOREIGN.

Steamships	$8,648 81	
Sailing vessels	16 00	
		$ 8,664 81
Total		$74,787 68

Before the opening of navigation, the selection of pilots was made as usual by the Montreal shipping firms, who had been asked in writing if they desired to avail themselves of the privilege granted in by law 109.

On April 4 Pilot Zéphirin Bouillé, 70 years of age, was granted a renewal of his license for another year, after being examined under the provisions of by-law 103. On May 26, however, he tendered his resignation and was placed on the pension list from August 15.

Before the opening of navigation Pilot François Desjordy, of Lavaltrie, who had been pensioned on May 1, 1897, for impaired eyesight, furnished medical certificates to the effect that his sight had not improved, and was, in consequence, continued on the pension list until May 1, 1900.

There are now 54 pilots on the list, which, in virtue of by-law 99, is limited to 55.

In March, an examination of apprentice pilots was held, at which there were eight candidates, of which Messrs. Anthyme Perrault and Achille Bélanger passed a satisfactory examination, and were granted permits in accordance with by-law 96 of the commissioners.

The following list gives the names, age, residence and date of license of each apprentice pilot now serving his time under this Authority :

LIST OF APPRENTICE PILOTS.

No.	Name.	Age.	Residence.	Date of License.
1	*Perrault, Anthyme	31	Deschambault	Oct. 14, 1890.
2	*Bélanger, Achille	26	Lotbinière	" 11, 1892.
3	Raymond, J. N	30	Ste. Anne de la Pérade	" 14, 1890.
4	Pleau, J. E	29	Deschambault	Nov. 11, 1890.
5	Veillet, George	30	Ste. Anne de la Pérade	July 19, 1892.
6	Labranche, Melville	25	Portneuf	Oct. 11, 1892.
7	Gagnon, Albert	24	Three Rivers	" 11, 1892.
8	Paquin, Azarias	26	Deschambault	" 11, 1892.
9	Gignac, Arthur	26	Portneuf	" 11, 1892.
10	Paquet, Damien	26	Deschambault	May 30, 1893.
11	Bourassa, Henri	24	"	Oct. 24, 1893.
12	Angers, Alfred	23	Ste. Anne de la Pérade	Jan. 30, 1894.
13	Gariepy, J. A. U	20	St. Alban	June 2, 1896.

* Permit issued May 4, 1899 (Art. 96 Harbour Commissioners' By-laws).

Twenty-nine applicants to be placed on the list of apprentice pilots were also examined on August 16, and the commissioners have not yet decided how many new apprentices will be licensed.

LIST OF APPLICANTS FOR LICENSE AS APPRENTICE PILOTS.

No.	Name.	Residence.	Date of Application.
1	Gariépy, A. J. P	Lachevrotière	Jan. 16, 1894.
2	Frenette, Oswald	Portneuf	March 1, 1894.
3	Hamelin, Chas. B	Champlain	Nov. 17, 1896.
4	Perron, Tancrede	Deschambault	" 28, 1896.
5	Angers, J. B	Ste. Anne de la Pérade	" 28, 1896.
6	Patoine, J. B., jr	Sydney, C.B	Dec. 3, 1896.
7	Frenette, Delavoie	Portneuf	Jan. 25, 1897.
8	Gauthier, Laurent J	Deschambault	March 26, 1897.
9	Perrault, fils, David	"	April 8, 1897.
10	Hamelin, Fortunat	"	" 19, 1897.
11	Gauthier, Adélard	"	May 6, 1897.
12	Arcand, J. Emilien	"	" 7, 1897.
13	Gauthier, Cyriac	"	" 9, 1897.
14	Royer, fils	Quebec, 306 St. Valier St	" 23, 1897.
15	Gariépy, Henri	Lachevrotière	" 24, 1897.
16	Perrault, Jean	Deschambault	" 25, 1897.
17	Brunet, Edouard	Montreal	" 2, 1898.
18	Carpentier, Eugène	Champlain	June 28, 1898.
19	Fortier, J. Philéas	St. Jean, Ile d'Orléans	Aug. 27, 1898.
20	Rivard, Frs. Xavier	Grondines	Sept. 12, 1898.
21	Mayrand, Joseph	Lachevrotière	Nov. 6, 1898.
22	Arcand Arthur	Portneuf	" 9, 1898.
23	Frenette, Georges	"	" 15, 1898.
24	Gariépy, Hercule	Deschambault	" 18, 1898.
25	Arcand, Alfred	Grondines	April 11, 1899.
26	Bouillé, Henri	Deschambault	Aug. 5, 1899.
27	Lachance, Napoléon	River Lafleur, Island of Orleans	" 6, 1899.
28	Perrault, Joseph	Deschambault	" 16, 1899.
29	Labranche, L. Geo	Portneuf	" 16, 1899.

The amounts received and expended by the harbour commissioners, as pilotage authority of the district, apart from their receipts and disbursements in trust for the

Montreal Decayed Pilots' Fund, of which the annual report and statements have been sent you, were as follows :—

RECEIVED.

From H. & A. Allan, for two copies of evidence re Gallia investigation	$ 10 00
Pilots, $\frac{3}{7}$ of the pilotage dues on sundry vessels	8 51
Collector of customs, Three Rivers, $\frac{3}{7}$ of the pilotage dues on vessels to and from Three Rivers and Batiscan	22 35
Collector of customs, Sorel, $\frac{3}{7}$ of the pilotage dues on vessels to and from Sorel	7 91
Collector of customs, Montreal, $\frac{3}{7}$ of the pilotage dues on vessels to and from Montreal	1,416 24
Total	$1,465 01

EXPENDED.

By deficiency, brought forward from 1898	$ 868 48
Pilots in attendance at examination of apprentices	292 40
Cléophas Auger, pilot, expenses in connection with inspection of the channel	26 37
Dominion Express Company, parcel pilotage agent at Quebec	0 35
Urquhart & Wright, stenographers fees in Gallia investigation	37 00
Geoffrion, Geoffrion & Roy, professional service in connection with pilotage matters	283 15
H. Hains, stenographer's fees *re* investigation into collision between ss. Turret Court and Ramillies	8 00
Urquhart & Wright, stenographer's fees in Greta Holme Investigation	12 10
Urquhart & Wright, stenographer's fees *re* investigation into collision between ss. Turret Court and Ramillies	1 50
L. A. Cusson, stenographer's fees in Greta Holme investigation	18 00
Urquhart & Wright, stenographer's fees in Sophie Rickmers Investigation	14 00
N. C. Dufresne, pilot, travelling expenses *re* Turret Court and Ramillies investigation	8 70
Jos. Paquin, bailiff's fees	1 57
Joseph Thibaudeau, salary as Montreal pilotage agent to Quebec	600 00
Joseph Thibaudeau, allowance for stationery, postage, &c.	19 83
Printing, stationery, &c	31 00
Total	$2,222 45

The above statement shows a surplus of revenue over expenditure for the year 1899 of $101.04, but owing to the deficiency brought forward from 1898, there still remains over expenditure for five years of $757.44.

The tariff of pilotage dues was the same as has been in force since March, 1877, and is as follows :

From the harbour of Quebec to Three Rivers and the opposite side of the River St. Lawrence, or any place above Portneuf and below Three Rivers :

For the pilotage of any vessel in tow, or propelled by steam (except as hereinafter mentioned), for each foot of draught of water:

Upwards	$1 50
Downwards	1 50

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water:

Upwards	1 75
Downwards	1 75

For the pilotage of any vessel under sail, for each foot of draught of water:

Upwards	2 60
Downwards	1 90

From the harbour of Quebec to Sorel and the opposite side of River St. Lawrence, or any place before Three Rivers and below Sorel:

For the pilotage of any vessel in tow, or propelled by steam (except as hereinafter mentioned), for each foot of draught of water:

Upwards	$1 50
Downwards	1 50

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water:

Upwards	1 87½
Downwards	1 87½

For the pilotage of any vessel under sail, for each foot of draught of water:

Upwards	3 15
Downwards	2 10

From the harbour of Quebec to the harbour of Montreal, or to any place above Sorel and below the harbour of Montreal:

For the pilotage of any vessel in tow, or propelled by steam (except as hereinafter mentioned) for each foot of draught of water:

Upwards	$2 00
Downwards	2 00

For the pilotage of any sea-going vessel propelled by steam, for each foot of draught of water:

Upwards	2 50
Downwards	2 50

For the pilotage of any vessel under sail, for each foot of draught of water:

Upwards	4 20
Downwards	2 80

From the harbour of Montreal to Sorel, or to any place above Sorel and below Hochelaga, and from Sorel, or any place above Sorel and below Hochelaga, to the harbour of Montreal, for each foot of draught of water for each such pilotage:

Upwards	$1 00
Downwards	1 00

For the removal of any vessel from one wharf to another, within the limits of the harbour, or from any of the wharfs into the Lachine Canal; or out of the said canal to any of the wharfs in the harbour; or from the foot of the current; or from Longueuil into the harbour; or from the harbour to the foot of the current or to Longueuil; for each service $5.

The following is a list of accidents and mishaps which called for investigation:

At 1.10 p.m., on May 14, the ss. *Gallia*, in charge of Pilot Zéphirin Bouillé, in rounding Point aux Soldats, a little above Stone Island lighthouse, near Sorel, grounded in the mud.

The pilot reported at length and claimed that the cause of the accident was the sudden jamming of the wheel.

After a careful inquiry and a visit to the scene of the accident, in company with the Chief Engineer of the Department of Marine and Fisheries, the commissioners came to the conclusion that the grounding was due to the three causes:

1. To the inefficiency of the steam steering gear of the vessel.

2. To the want of proper and constant supervision on the part of the captain, as he is always in charge of his ship.

3. To the error of the pilot in allowing the steamer to come at full speed around the bend in the river, and, in consequence, the pilot was suspended for two months.

The vessel was afterwards successfully floated, and an examination of her hull proved that no injury had been sustained.

The following complaint was received from Messrs. Furness, Withy & Co., Ltd.: 'We desire to advise you that Pilot Liboire Perrault, in charge of the ss. *Sophie Rickmers*, when leaving this port on August 10, did some damage to the ss. *Philadelphian* of the Leyland Line. The damage to this steamer can only be attributed to the very faulty handling and incompetent management of this pilot, inasmuch as the damage was caused through his incompetency; and, again, it occupied some time, some two or three hours, to get the steamer clear of her berth. There has been further damage to a barge, which was moored at the end of Victoria Pier, through the steamer having approached too closely to the end and colliding with the barge when turning.

'The commissioners held an investigation and suspended the pilot for a period of two months.

Coming up the river on August 5, the ss. *Turret Court* in charge of Pilot Néré Bellisle, about a mile and a half below Pointe à Citrouille lighthouse, Batiscan, ran into ss. *Ramillies*, which was coming from an opposite direction and was heavily loaded.

Both vessels sustained injury, the *Ramillies* had to be beached, but was afterwards got off and both vessels continued their voyage.

Although no complaint was lodged, the commissioners decided to hold an investigation, and, after hearing both pilots, it was deemed advisable to examine one of the officers of the *Turret Court*, who was duly summoned to appear, but failed to do so, and the investigation is still pending.

Coming down the river with the ss. *Greta Holme* on September 4, Pilot Jean Arcand grounded the ship about 250 feet below the black buoy at Point Verchères.

Upon a complaint being made, an investigation was held, the result of which was that the commissioners decided to suspend the pilot for ten months and condemned him to pay the costs of the investigation. The vessel sustained no injury.

Coming down the river on October 25, the ss. *Turret* drawing twelve feet, grounded near Verchères, while in charge of Pilot Arthur Bellisle. No damage to the ship.

A complaint was laid against the pilot by the owners of the vessel, Messrs. Peterson, Tate & Co., and, after a careful investigation, Pilot Bellisle was suspended, until August 1, 1900.

He took a writ of *certiorari*, and the case is pending in the Superior Court.

In connection with these accidents, it may be remarked that about one hundred vessels (out of a total number of 801 sea-going vessels), passed down the channel during the season drawing 26 feet and over and up to 28 feet 7 inches.

The water in the channel kept at a fairly satisfactory depth throughout the season, except in the three last months, when it went below the normal, 27 feet 6 inches, several times. From May 1 to the close of ocean navigation, the highest mark reached was 36 feet 8 inches, and the lowest 26 feet 8 inches, on October 26.

Appended is a list of vessels which passed down during the latter part of the season drawing 26 feet and over, with the relative depth in the channel on the day of passage, as indicated by the Government gauge at Sorel:

STATEMENT showing Draught of Steamships for part of Season of 1899, drawing 26 feet and over.

Date.	Steamer.	Draft when stationary in harbour by Pilot's Report.	Depth of water in channel by Sorel Gauge.
		Ft. in.	Ft. in.
Aug. 2	SS. Roman (down)	27 6	28 4
" 3	Sedgemore "	26 6	28 4
" 3	Lake Huron "	26 0	28 4
" 4	Monteagle "	26 0	28 4
" 4	Virginian "	26 2	28 4
" 5	Vancouver "	26 4	28 4
" 8	Pomeranian "	27 8	28 3
" 9	Torr Head "	26 0	28 1
" 10	Monterey "	26 6	28 1
" 10	Laurentian "	27 2	28 1
" 11	Manchester City "	26 3	27 11
" 12	Dominion "	26 6	27 9
" 13	Hurona "	27 0	27 9
" 13	Pinemore "	26 6	27 9
" 17	Sardinian "	26 2	27 2
" 18	Ikbal "	26 6	27 2
" 19	Cambroman "	26 0	27 3
" 22	Sarmatian "	26 6	28 1
" 25	Milwaukee "	27 0	28 2
" 31	Maplemore "	26 0	26 7
Sept. 1	Iona "	26 6	27 0
" 7	Fremona "	26 3	26 9
" 13	Pomeranian "	26 0	26 6
" 21	Monterey "	26 0	27 6
Oct. 5	Montfort "	26 6	28 5
" 5	Ottoman "	26 0	28 5
" 7	Vancouver "	26 6	28 7
" 8	Manchester Enterprise "	26 6	28 5
" 12	Monteagle "	26 0	27 8
" 17	Pomeranian "	26 6	27 3
Nov. 3	Amarynthia "	26 0	28 0

On September 16 an investigation was held by the commissioners on a complaint made by pilots Gédéon Groleau and Jean Arcand against Jean Nault, line pilot, of having piloted the ss. *Gallia* from Sorel to Quebec. The complainants claimed that this ship should have been piloted by a tour de role pilot.

After hearing the parties, the commissioners took the case *en délibéré.*

The semaphores of Cap Santé and Cap à la Roche were worked throughout the season, and were of great benefit to the pilots passing at those places at the lower stages of the tide.

In view of reports that certain vessels had been discharging ashes in the channel, the same notice to mariners as was published in last year's report was sent to the shipping firms and pilots.

The usual edition of the tide-tables which were furnished by the Department of Marine and Fisheries was issued by the commissioners in both English and French and was very freely distributed among the pilots and the shipping firms.

I have the honour to be, sir,

Your obedient servant,

DAVID SEATH,

Secretary.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE, MONTREAL, January 10, 1900.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to transmit you herewith, for the information of the Honourable the Minister of Marine and Fisheries, the usual statements (1) receipts and disbursements of the Montreal Decayed Pilots' Fund for the year ended December 30, 1899, and (2) assets of the fund at December 30, 1899.

The following is an abstract of the former :—

RECEIPTS.

5 per cent pilotage dues, collected at Montreal	$ 3,540 61
" " " " Three Rivers and Batiscan	55 90
" " " " Sorel	19 77
" " " " payable on war vessels &c.	21 27
Amount collected and applied under paragraph 62 of the Pilotage Act	54 00
	3,691 55
Interest on investments and cash in bank	2,325 57
Total	$ 6,017 12

DISBURSEMENTS.

Pensions to old pilots and widows of pilots and minors	$ 5,189 88
Audit of the fund for 1898	25 00
Postage stamps and stationery	10 00
	$ 5,224 88

Showing a gain for the year of $782.14.

Pilot Louis Bellisle of Deschambault, who was licensed on February 28, 1872, died on December 28, 1898, aged 53 years, and his widow died on January 3, 1899, leaving three minor children to whose tutor a pension of $37.33 per quarter was granted.

Retired Pilot George Raymond, of Deschambault, licensed on June 20, 1861, and placed on the pension list on July 1, 1889, died on October 30, 1899, aged 70 years.

Widow J. Leandre Dessureau, of Sorel, who had been a pensioner for nine years, died on April 9, 1899, and as is customary the full pension for the current quarter, ending April 30, was paid to her legal heir.

Pilot Zéphirin Bouillé, of Deschambault, who was licensed on March 1, 1855, and the senior pilot, whose license was renewed at the opening of the navigation season, resigned and was placed on the pension list from August 15, 1899.

At the close of the year there were twenty-two pensioners, namely, nine old pilots, twelve widows and the minors of one pilot.

I have the honour to be, sir,

Your obedient servant,

DAVID SEATH,
Secretary.

Dr. DAVID SEATH, Treasurer, in Account with the Montreal Decayed Pilots Fund. Cr.

1899.		$ cts.
Jan. 1	To Balance from December, 1898	2,667 74
" 17	City of Montreal, six months' interest to January 1, on $5,000 of 5 per cent Montreal city stock	125 00
Feb. 2	Montreal harbour coupons, due January 5, 1899—	
	Series R, Nos. 20 and 102=2×$15 00=$ 30 00	
	" R " 42 and 117-119=4× 30 00= 120 00	
	" R " 84 =1× 60 00= 60 00	
	" D " 21 and 45-49 =6× 25 00= 150 00	
	" F " 164-172 =9× 20 00= 180 00	
	" G " 289-290 =2× 20 00= 40 00	
	" H " 64, 65, 139-142=6× 20 00= 120 00	
	" J " 231-246 =16× 20 00= 320 00	1,020 00
May 31	Collector customs, Montreal, ⅘ Trinity dues collected in May	437 05
June 16	Five per cent of pilotage dues on tug Sweepstakes from Montreal to Quebec, draft 12 feet	1 50
" 30	Collector of customs, Montreal, ⅘ Trinity dues collected in June	564 28
July 19	City of Montreal, six months' interest to July 1, on $5,000 of Montreal city stock	125 00
" 31	Collector of customs, Montreal ⅘ Trinity dues collected in July	586 00
" 31	Montreal harbour coupons, due July 5, 1899—	
	Series R, Nos. 20 and 102= 2×$15 00=$ 30 00	
	" R " 42and117-119= 4× 30 00= 120 00	
	" R " 84 = 1× 60 00= 60 00	
	" D " 21 and 45-49 = 6× 25 00= 150 00	
	" F " 164-182 = 9× 20 00= 180 00	
	" G " 289-290 = 2× 20 00= 40 00	
	" H " 64-65, 139-142= 6× 20 00= 120 00	
	" J " 231-246 =16× 20 00= 320 00	1,020 00
Aug. 23	Pilot J. S. Labranche, ⅘ of pilotage dues on yacht Thetis, from Montreal to Quebec, draught 9 feet	1 12
" 31	Collector of Customs, Montreal, ⅘ Trinity dues collected in August	580 98
Sept. 20	Pilot George Arcand, ⅘ of pilotage dues on H.M.S. Pearl, Quebec to Montreal, draught 17 feet 2 inches	2 14
" 25	Pilot Celestin Brunet, ⅘ of pilotage dues on H.M.S. Pearl Montreal to Quebec, draught 17 feet	2 12
	Carried forward	.....

1899.		$ cts.
	By pensions paid to the following, for three months ending February 1—	
Feb. 2	Widow L. David Bouillé, Deschambault	29 33
	" Jos Leandre Dessureau, Sorel	37 33
	" Athanase Dufresne, Deschambault	37 33
	" Victor Gagnon, Champlain	37 33
	" Placide Gaillardet, St. Grégoire le Grand	37 33
	" Alexis Gauthier, Deschambault	32 00
	" J. Octave Hamelin "	37 33
	" Joseph Leveillé "	37 33
	" Adolphe Lisé "	37 33
	" David Mathieu, Grondines	32 00
	" Zéphirin Mayrand, Contrecœur	37 33
	" Edouard Naud, Sorel	32 00
	" Joseph Toupin, Champlain	32 00
	Old Pilot Cyrille Bellisle, Deschambault	90 00
	" Damase Cayen, Portneuf	90 00
	" François Desjordy, Lavaltrie	90 00
	" J. B. Dorval, Cap de la Madeline	90 00
	" Pierre Gagnon, Three Rivers	90 00
	" Augustin Naud, Montreal	90 00
	" David Perrault, Deschambault	90 00
	" George Raymond, St. Casimir	90 00
	" Trefflé Toupin, Roberval	90 00
May 3	By pensions paid to the following for three months ending May 1—	
	Widow L. David Bouillé, Deschambault	29 33
	" Joseph Leaudre Dessureau, Sorel	37 33
	" Athanase Dufresne, Deschambault	37 33
	" Victor Gagnon, Champlain	37 33
	" Placide Gaillardet, St Grégoire	37 33
	" Edouard Naud, Sorel	32 00
	" Alexis Gauthier, Deschambault	32 00
	" J. Octave Hamelin "	37 33
	" Joseph Leveillé, Montreal	37 33
	" Adolphe Lisé "	37 33
	" David Mathieu, Grondines	32 00
	" Zéphirin Mayrand, Coutrecœur	37 33
	" Joseph Toupin, Champlain	32 00
	Heirs Louis Bellisle, Deschambault, from December 28, 1898	51 00
	Carried forward	.....

DR. DAVID SEATH, Treasurer in account with the Montreal Decayed Pilots' Fund—*Continued.* CR.

1899.		$ cts.
	Brought forward	.....
Sept. 30	Collector of customs, Montreal, ⅘ Trinity dues collected in September	531 90
Oct. 2	To Pilot O. Naud, five-sevenths of pilotage dues on H.M.S. *Talbot*, Quebec to Montreal and return, draught 21 feet	5 75
" 6	The Imperial Oil Company, Ltd., pilotage dues on barges 52 and 72 Quebec to Montreal, each with draught of 8 feet 10 inches = 17 ft. 8 inches at $2 per foot	35 33
	Montreal to Quebec, each with draught of 4 feet 8 inches = 9 feet 4 inches at $2 per foot	18 67
	Collected and applied in virtue of sections 58 and 62 of the Pilotage Act —	
" 31	Collector of customs, Montreal, five-sevenths of Trinity dues collected in October	470 60

1899.		$ cts.
	Brought forward	.....
	Old Pilot Cyrille Belisle, Deschambault	90 00
	" Damase Cayen, Portneuf	90 00
	" François Desjordy, Lavaltrie	90 00
	" J. B. Dorval, Cap de la Madeline	90 00
	" Pierre Gagnon, Three Rivers	90 00
	" Augustin Naud, Montreal	90 00
	" David Perrault, Deschambault	90 00
	" George Raymond "	90 00
	" Trefflé Toupin, Normandin	90 00
May 26	Riddel Common, audit of this fund for the year ending December 31, 1898	25 00
Aug. 3	By pensions paid to the following for three months, ending August 1—	
	Widow L. David Bouillé, Deschambault	29 33
	" Athanase Dufresne "	37 33
	" Victor Gagnon, Champlain	37 33
	" Placide Gaillardet, St. Grégoire	37 33
	" Alexis Gauthier, Deschambault	32 00
	" J. Octave Hamelin "	37 33
	" Joseph Leveillé, Montreal	37 33
	" Adolphe Lisé, Batiscan	37 33
	" David Mathieu, Grondines	32 00
	" Zéphirin Mayrand, Coutrecœur	37 33
	" Edouard Naud, Sorel	32 00
	" Joseph Toupin, Champlain	32 00
	Heirs Louis Bellisle, Deschambault	37 33
	Old Pilot Cyrille Belisle "	90 00
	" François Desjordy, Lavaltrie	90 00
	" J. B. Dorval, Cap de la Madeline	90 00
	" Pierre Gagnon, Three Rivers	90 00
	" Augustin Naud, Montreal	90 00
	" David Perrault, Deschambault	90 00
	" George Raymond, "	90 00
	" Trefflé Toupin, Normandin	90 00
	" Damase Cayen, Portneuf	90 00
Nov. 1	By pension paid to the following for three months ending 1st November —	
	Widow L. David Bouillé, Deschambault	29 33
	" Athanase Dufresne "	37 33
	" Victor Gagnon, Champlain	37 33
	" Placide Gaillardet, St. Grégoire	37 33

"	5	Peter Smith, Montreal to Quebec, draught 10 feet	1 25
"	16	Pilot W. Groleau, 5 per cent of pilotage dues on H.M.S. Psyche, Quebec to Montreal and return, draught 16 feet 10 inches	4 20
"	25	Pilot E. Perrault, five-sevenths of pilotage dues on barge Massasoit. Quebec to Montreal, draft 8 feet	0 80
"	30	Collector of customs, Montreal, five-sevenths Trinity dues collected in November	345 25
Dec.	6	Collector of customs, Three Rivers, five-sevenths Trinity dues for season 1899	55 90
"	15	Collector of customs, Montreal, five-sevenths Trinity dues balance for 1899	24 55
"	27	Collector of customs, Sorel, five-sevenths Trinity dues for season 1899	19 77
"	31	Montreal City and District Savings Bank, interest at rate of 3 per cent per annum on money at deposit during 1899	35 57
			8,684 86

" David Mathieu, Grondines	32 00
" Zéphirin Mayrand, Contrecœur	37 33
" Edouard Naud, Sorel	32 00
" Joseph Toupin, Champlain	32 00
Heirs Louis Bellisle, Deschambault	37 33
Old Pilot Cyrille Belisle, "	90 00
" Damase Cayen, Portneuf	90 00
" François Desjordy, Lavaltrie	90 00
" J. B. Dorval, Cap de la Madeline	90 00
" Pierre Gagnon, Three Rivers	90 00
" Augustin Naud, Montreal	90 00
" David Perrault, Deschambault	90 00
" George Raymond "	90 00
" Treffé Toupin, Normandin	90 00
" Zéphirin Bouillé, Deschambault	75 00
Stationery and postage on pensions remitted during 1899	10 00
Balance to January 1900	3,459 98
	8,684 86

DAVID SEATH, Treasurer in account with the Montreal Decayed Pilots' Fund—*Continued.*

STATEMENT OF THE FUND.

Nos.	Series.	—	$ cts.
		Montreal Harbour debentures—	
20 and 102	R	Due 5th July, 1906, interest at 6 p.c. = 2 × 500	1,000 00
42 and 117-119	R	" 5th " 1906 " 6 p.c. = 4 × 1,000	4,000 00
84	R	" 5th " 1906 " 6 p.c. = 1 × 2,000	2,000 00
21 and 45-49	D	" 5th " 1915 " 5 p.c. = 6 × 1,000	6,000 00
164-172	F	" 5th " 1917 " 4 p.c. = 9 × 1,000	9,000 00
289-290	G	" 5th " 1918 " 4 p.c. = 2 × 1,000	2,000 00
64-65	H	" 5th " 1921 " 4 p.c. = 2 × 1,000	2,000 00
139-142	H	" 5th " 1921 " 4 p.c. = 4 × 1,000	4,000 00
231-246	J	" 5th " 1924 " 4 p.c. - 16 × 1,000	16,000 00
		City of Montreal Consolidated Fund—	
165	.....	Due 1st July, 1910, interest 5 p.c. - 50 × 100	5,000 00
		Cash in Montreal City and District Savings Bank at 3 per cent	3,459 98
			54,459 98

DAVID SEATH,
Treasurer.

MONTREAL, 31st December, 1899.

We hereby certify that we have examined the entries for the year 1899 as recorded on the preceding pages and have found them to agree with vouchers on file, also tha debentures and certificates to the amount of $54,459.98 as described in statement on opposite page have this day been submitted for our inspection.

RIDDEL & COMMON, C.A.,
Auditors.

MONTREAL, 6th February, 1900.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFCE, MONTREAL, January 11, 1900.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to inform you that in the report of the Montreal Decayed Pilots' Fund forwarded to you yesterday, I omitted to insert the following:—

'Before the opening of navigation, Pilot François Desjordy, of Lavaltrie, who had been on the pension list since May 1, 1897, on account of impaired eyesight again submitted medical certificates to the effect that his sight had not improved. In view thereof he was continued as a pensioner until May 1, 1900.'

I have the honour to be, sir,

Your obedient servant,

DAVID SEATH,
Secretary.

APPENDIX No. 10.

REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC FOR THE YEAR ENDED DECEMBER 31, 1899.

QUEBEC, January 2, 1900.

To the Honourable Sir L. H. DAVIES,
Minister of Marine and Fisheries,
&c., &c., &c.,
Ottawa.

SIR,—In compliance with the requirements of the Pilotage Act, 36 Victoria, chapter 54, section 22, I have the honour to submit the following report from the Quebec Harbour Commissioners as pilotage authority for the year 1899.

SERVICE OF THE PILOT STATIONS.

The operations of the year began by the sailing, on April 17, of the pilot schooner No. 2 with eight pilots.

On April 28, pilot schooner No. 1 left with twelve pilots, and on May 18, pilot schooner No. 5 took down ten pilots.

On May 4, 10 and 12, twenty pilots were dispatched to pilotage grounds over the Intercolonial Railway.

As usual, all the pilot stations have been provided with pilots during the season through the Intercolonial Railway and the pilot schooners, and the service has been performed to the satisfaction of the commissioners.

OLD PILOTS.

Previous to the opening of navigation, nine of the old pilots who had attained the age of sixty-five and over, were summoned before the commissioners under the authority of the 32nd section of the Pilotage Act, in order to ascertain whether they could continue in the exercise of their duties for the ensuing year. These old pilots had previously to this all passed an examination before a specialist, selected by the pilotage authority, as to their eyesight, colour sight and hearing, and upon this final examination, were all found competent to perform their duties, and their licenses were accordingly renewed for one year.

At a subsequent meeting of the pilotage authority, Pilot George Normand, of Crane Island, after passing all the necessary examinations, had his branch renewed for one year.

PILOTS SUPERANNUATED.

Two pilots have been placed on the retired list during the year, viz. :

Ant. Thos. Chouinard, of Pointe-au-Père.

Jos. Pepin dit Lachance, of Quebec.

Mr. Chouinard was branched in 1864 and had thus seen thirty-five years' service, and Mr. Lachance who received his branch in 1865 had thirty-four years' service to his credit.

ADMISSIONS TO PRACTICE.

Section 24 of the Pilotage Act provides that no new license shall be granted by the pilotage authority of the district of Quebec until the number of pilots in the said district is reduced below one hundred and twenty-five. This limitation having been reached through deaths and superannuations, three apprentices who had passed their time and had been waiting admission for some years, were, after a most thorough examination by the pilotage authority, in which they were assisted by Messrs. L. R. Demers and A. Sanstorre, two of the most experienced pilots of the river, admitted to practice as branch pilots for and below the harbour of Quebec, their names being :—

Adélard Vézina, of St. Michel, Bellechasse,

Jean Baptiste Pouliot, of St. John, Orleans,

Joseph Thivierge, of St. John, Orleans.

The number of pilots on the active list now stands at the prescribed limit of 125.

DEATHS.

Three pilots have died during the year : Mr. Antoine Gobeil, No. 1 on the active list of pilots, Mr. Charles Vézina, No. 7 and Mr. Josalias Philéas Langlois, No. 76.

Messrs. Gobeil and Vézina had a long and successful career as pilots. Mr. Gobeil branched in 1850, having forty-nine years of service to his credit. Mr. Vézina branched in 1854, had forty-four years' service ; and Mr. Langlois branched in 1877, had seen twenty-two years of service.

The commissioners are pleased to be able to state that all of these pilots have left good and clear records. Mr. Ant. Gobeil, who had been piloting nearly half a century, a large portion of this time as one of the pilots employed by the Allan Line, has not an accident or complaint of any kind appearing against him in his official record.

TRIALS.

Two complaints were lodged against their pilots by masters of vessels during the season of navigation. The first was by the master of the barge *Rembrandt* against pilot No. 77 for grounding that barge on St. Anne shoals. Vessel came off without damage, but to do so had to discharge a portion of her coal cargo. Vessel left port the day the complaint was lodged (August 30) and as she did not return again during the season case could not be gone on with.

The second complaint was by the master of the ss. *Almerian* against pilot No. 119 for running that vessel ashore at Beaumont Reef. Trial was held on September 18, 20 and 25, the pilot being found guilty and suspended to June 1, 1900.

Complaint was lodged by the Corporation of Pilots against pilot No. 92 for assaulting one of their directors ; but on a written apology being made it was withdrawn and action was not proceeded with.

Under the commissioners' by-law authorized by sub-section *j* of section 5, sworn complaint was lodged against pilot No. 19, that owing to the bad condition of his eyesight that he was unable to perform his duties as a pilot. Action was dismissed, it being guaranteed by the direction of the Corporation of Pilots that this pilot had not been allowed and would not be allowed to pilot until his eyesight was perfectly restored to the satisfaction of the commissioners.

A statement annexed to this report conveys all the particulars as to the nature of the complaint and the result of the investigation in each case.

APPRENTICE PILOTS.

Three apprentice pilots having been admitted to practice during the season, leaving five on the list. Of these only three are to be counted, as Messrs. Dugal and Nolet, through their long absence are considered to be dead.

These three apprentices cannot be admitted to practice before the number of pilots on the active list is reduced to one hundred and twenty-five, as provided for in the Pilotage Act, 36 Victoria, chapter 54, section 24.

PILOTAGE EARNINGS.

According to a return received from the secretary-treasurer of the Corporation of Pilots for and below the harbour of Quebec, their gross earnings for the season have been one hundred and twenty-nine thousand and forty-nine dollars and forty-seven cents ($129,049.47).

Out of this one hundred and twenty-four thousand three hundred and eighty-six dollars and ninety-five cents ($124,386.95) was received from eight hundred and sixty-nine British vessels, and the balance, four thousand six hundred and sixty-two dollars and fifty-two cents ($4,662.52) from sixty foreign craft.

The total expenses (including percentage for pension fund) have been twenty-two thousand six hundred and eleven dollars and thirty-three cents, leaving a balance of one hundred and two thousand four hundred and thirty-eight dollars and fourteen cents, to be divided among an average of 122 and 123 pilots, giving them a net dividend of eight hundred and thirty-two dollars and eighty-three cents ($832.83) each.

RANGE AND RIVER LIGHTS.

Commissioners have improved their range lights by duplicating them, thus doubling their power and insuring in any case one lamp being in operation.

Commissioners have also urged upon the Department of Marine and Fisheries, that the only satisfactory solution of lighting the traverse would be by the construction of two crib blocks and the erection of permanent lighthouses on them, and have also urged the placing of a revolving light at the west point of the Island of Orleans, a gas buoy on the Beauport Beach, and that any gas buoys not already occulting be made so.

DIRECTORS OF THE CORPORATION OF PILOTS.

At their annual meeting held on the eleventh day of December last, the pilots elected the following directors to their corporation for the ensuing year:

Messrs. L. E. Morin, Ed. Larochelle, sr., Jean Baptiste Tremblay, Arbel Bernier, Léon Labrecque and Jos. Pouliot, jr., and at a subsequent meeting of the new board, Mr. L. E. Morin was unanimously re-elected president.

Annexed to the present report are the various statements, not herein alluded to, which contain all the information yearly conveyed to your department by the commissioners in their capacity of pilotage authority.

I have the honor to be, Sir,

Your most obedient servant,

JAMES WOODS,

Secretary-Treasurer.

232783

PILOTAGE TARIFF.

RATES of Pilotage for the Harbour of Quebec and below, as per by-law passed by the Quebec Harbour Commissioners, on June 18, 1891, and sanctioned by His Excellency the Governor General in Council, on June 26, 1891.

TABLE I.

RATES of Pilotage for the Harbour of Quebec and below, for each foot of draught of water.

From	To	From May 1 to Nov. 10.	From Nov. 10 to Nov. 19.	From Nov. 19 to Mar. 1.	From March 1 to May 1.
Bic Island or any place below the anchorage of Brandy Pots, off Hare Island.....	Anchorage or mooring ground in the basin or harbour of Quebec	$3.87	$4.95	$6.02	$4.41
The anchorage ground at the Brandy Pots off Hare Island or any place above the said anchorage ground and below St. Roch's Point....	" "	⅔ "	⅔ "	⅔ "	⅔ "
St. Roch's Point or any place above this Point and below the Pointe-aux-Pins, on Crane Island.....	" "	⅓ "	⅓	⅓ "	⅓ "
Pointe-aux-Pins or Crane Island or any place below St. Patrick's Hole....	" "	¼ "	¼ "	¼ "	¼ "
The anchorage or mooring ground in the Basin of the Harbour of Quebec.... ...	Bic Island or the place where the pilot shall be discharged in the river below Quebec..	$3.40	$4.46	$5.54	$3.93

TABLE II.

RATES of Pilotage for the Harbour of Quebec and below.

From	To	$ cts.
Any wharf in the harbour of Quebec between Pointe-à-Carcy, below, and the west end of the Allan's Wharf above, both inclusive	Any other wharf within said limits	2 50
Any place in the harbour of Quebec, not being a wharf within the above mentioned limits.....	Any other place in the said harbour not being a wharf within the said limits....	5 00

Pilots taking charge of vessels at St. Patrick's Hole or above it, shall be entitled to no more than the sum allowed in Table II for piloting vessels from one part of the harbour to another.

J. B. LALIBERTÉ,
Chairman.

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, January 3, 1900.

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, on the active list, on December 31, 1899, the number who retired, struck off the active list, or died during the year, the number temporarily suspended, the number who were unable to serve, the number in charge of Government steamers, &c.

Number.	Name.	Age.	Residence.	Number of Pilotage effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
1	Antoine Gobeil	71	St. John Orleans	6	6	1	Employed by the Allan Line—Died suddenly August 11, 1899.
2	Charles Francis Brown	72	Quebec	5	6	4	
3	Paul Pâquet	68	St. John, Orleans	3	4	4	
4	Joseph Pouliot	73	" "	4	3	4	
5	Georges Normand	69	Crane Island	4	2	4	Absent one month.
6	David Damour	67	Trois-Pistoles	4	5	4	
7	Charles Vézina	65	St. Michel, Bellechasse	4	5	4	
8	Numa Lachance	65	" "	5	5	4	
9	Joseph Gravel	73	Quebec	4	4	4	
10	Auguste Couillard Desprès	63	Lauzon, Lévis	3	2	4	
11	Jean-Bte. Pouliot	58	St. John, Orleans	5	2	4	
12	Jean Gobeil	63	" "	2	1	0	Sick part of the season.
13	Joseph Pâquet	62	Quebec	5	4	4	
14	Louis Edmond Morion	61	"	14	7	1	Employed by the Thompson Line. President of the Corporation of Pilots. Re-elected at last election.
15	Moïse Lachance	62	St. John, Orleans	4	3	4	
16	Joseph S. Brown	64	Quebec	4	5	4	
17	Hubert Raymond	60	"	11	11	1	Employed by the Black Diamond Line.
18	Achille Damour	60	St. Valier	5	2	4	
19	Joseph Pouliot	56	St. John, Orleans	0	0	0	Sick all the season.
20	Edmond Larochelle, sr	56	Quebec	0	0	0	One of the directors of the Corporation of Pilots. Re-elected at last election.
21	Laurent Godbout	56	"	1	1	0	Office keeper.
22	Adelme Pouliot	60	St. Laurent, Orleans	13	11	1	Employed by the Dominion Line.
23	Bart. Pepin dit Laplante	54	St. John, Orleans	11	11	1	" " Black Diamond Line.
24	Frs.-Xav. Delisle	54	Quebec	4	3	3	
25	Jos. Pepin dit Lachance	65	"	2	2	2	Pensioned July 20, 1899.
26	Damien Eugène Boulanger	56	Tadoussac	0	0	0	Master of the Saguenay Station.
27	Cyprien Langlois	55	St. John, Orleans	2	3	3	Sick part of the season.
28	Jean Delisle	54	" "	9	9	1	
29	Nazaire, Curodeau	52	(Absent)	0	0	0	(Absent.)
30	Charles Normand	53	Quebec	11	11	1	Employed by the Black Diamond Line.
31	Napoleon Rioux	54	Ste. Petronille, Orleans	0	0	0	Master of pilot schooner *Price*.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec—*Continued.*

Number.	Name.	Age.	Residence.	Number of Pilotages effected. Inwards.	Outwards.	Movages.	Casualties and Remarks.
32	Jean-Bte. Tremblay	56	Quebec	0	0	0	One of the directors of the Corporation of Pilots. Re-elected at last election.
33	Ray. Baquet dit Lamontagne	54	Notre-Dame, Lévis	12	7	1	Employed by the Beaver Line.
34	Frs.-Xav. Lamarre	53	St. Valier	3	5	4	
35	Moïse Pouliot	51	St. John, Orleans	14	13	0	Employed by the Dominion Line.
36	Paul Gobeil	53	" "	5	5	5	
37	Chs. Alarie Raymond	51	Chateau-Richer	5	3	4	
38	Victor Vézina	54	Quebec	16	15	0	Employed by the Thompson Line.
39	L. B. O. Goutron dit Larochelle	52	St. Michel, Bellechasse	16	15	0	Employed by the Allan Line.
40	Chs. Hermie *alias* A. Bernier	54	" "	0	0	0	One of the directors of the Corporation of Pilots. Re-eletced at last election.
41	Louis Robert Demers	53	Quebec	15	15	2	Employed by the Quebec Steamship Co.
42	Vital Ephrem Chamberland	59	St. Michel, Bellechasse	8	7	1	" Carbray-Routh Co.
43	Joseph G. Dupil	52	Quebec	18	17	0	" Allan Line.
44	Joseph Fortier	55	St. John, Orleans	13	14	1	" Black Diamond Line.
45	Nestor Lachance	54	" "	14	15	0	" Holme Line.
46	Cyrille Audet dit Lapointe	54	St. Michel, Bellechasse	4	3	4	
47	Joseph Lapointe	56	St. Laurent, Orleans	5	4	4	
48	Pierre Pepin dit Lachance	50	Monereal	15	15	0	" Black Diamond Line.
49	Théophile Gourdeau	55	Lauzon, Lévis	10	10	1	" "
50	Isiode Noel	49	St. John, Orleans	4	3	4	
51	Jean Evariste Adam	55	Trois Saumons	0	0	0	Sick all the season.
52	Alfred Larochelle	49	St. Michel, Bellechasse	8	8	2	Employed by the Beaver Line.
53	Théophile Corriveau	52	Quebec	15	17	1	" International Coal Co.
54	Élzéar Godbout	51	"	7	8	0	" Black Diamond Line.
55	Pierre Gobeil	51	St. John, Orleans	3	3	4	
56	Théodule Pepin dit Lachance	54	Montreal	13	13	1	" "
57	Achille Trefflé Simard	48	St. Joseph, Lévis	20	18	0	" Head Line.
58	Jean Bte. Patoin	48	Montreal	11	12	1	" Black Diamond Line.
59	Narcisse Lavoie	50	Ste. Luce, Rimouski	5	5	4	
60	Joseph Emilio Couillard	48	Quebec	7	6	1	" Ross Co.'s Line.
61	Louis Albert Royer	54	"	11	12	1	" Black Diamond Line.
62	Adélard Santerre	48	"	17	18	0	" Allan Line.
63	Onésime Noel	47	St. John, Orleans	14	17	1	" Thomson Line.
64	Napoléon Baillargeon	49	Ste. Pétronille, Orleans	4	3	4	

65	Jos. Frs. X. Bernier	47	Quebec	17	15	0	" Donalson Line.
66	Frs. X. Demeule	47	St. John, Orleans	0	0	0	Master of pilot schooner Vigie.
67	Louis Honoré Lapierre	49	Notre Dame, Lévis	12	12	0	Employed by the Black Diamond Line.
68	Jos. Eugène Lachance	45	St. John, Orleans	15	18	1	" Leyland Line.
69	David Arthur Bouffard	45	St. Laurent, Orleans	4	3	5	
70	Jean Théophile St. Laurent	48	Quebec	17	16	1	" Elder, Dempster Line.
71	Jacques Georges Dugas	47	St. Joseph, Lévis	3	3	4	Sick one month.
72	Joseph Victor Gourdeau	52	Ste. Pétronille, Orleans	11	12	1	Employed by the Black Diamond Line.
73	Louis *alias* Trefflé Delisle	45	Trois Pistoles	4	4	5	
74	J. Bte. Couillard	48	Cap St. Ignace	4	4	4	
75	Chs. Pelletier	49	St. Michel, Bellechasse	3	4	4	
76	Jos. *alias* Philéas Langlois	53	St. John, Orleans	0	0	0	Died the April 30, 1899.
77	Nazaire Delisle	50	Quebec	4	3	5	
78	J. E. Bonaventure Lavoie	47	Ste. Luce, Rimouski	5	2	4	
79	Adjutor Baillargeon	45	Ste. Pétronille, Orleans	13	19	1	Employed by the Hamburg-American Packet Co.
80	Samuel Rioux	46	Quebec	23	15	0	" Allan Line.
81	Charles Octave Clavet	45	St. Michel, Bellechasse	13	14	1	Employed by the Black Diamond Line.
82	Paul Lachance	43	Quebec	11	12	1	" Johnson Line.
83	Arcadius Jouvin	41	Ste. Luce, Rimouski	5	3	4	
84	Léon Labrecque	49	St. Laurent, Orleans	0	0	0	One of the directors of the Corporation of Pilots. Re-elected at last election.
85	Paul Lachance	44	St. John, Orleans	9	9	1	Employed by the Ross Line.
86	Joseph Pouliot	43	"	0	0	0	One of the directors of the Corporation of Pilots. Re-elected at last election.
87	Joseph Larochelle	42	St. Michel, Bellechasse	4	3	4	
88	Adjutor Lachance	41	" "	11	13	1	Employed by the Carbray-Routh Company's Line.
89	Frs. Gaudreau	48	Quebec	17	16	1	" Head Line.
90	Arthur Koenig	48	L'Islet	5	3	5	
91	Eugène Anctil	40	St. Jean Port Joly	0	0	0	Master of pilot's schooner *Mouette*.
92	David Dumas	46	Notre Dame, Lévis	4	2	4	
93	Joseph Lachance	45	St. Laurent, Orleans	12	12	1	Employed by the Black Diamond Line.
94	Paul Pâquet	41	St. John, Orleans	3	4	4	
95	Alphonse Pouliot	47	Chateau Richer	5	4	4	
96	Elzéar Normand	40	L'Islet	5	6	4	
97	Jean Bte. Bernier	40	"	19	17	1	" Donaldson Line.
98	Joseph Paquet	38	St. John, Orleans	4	4	4	
99	Jean A. Lachance	37	Quebec	4	5	4	
100	Arthur Baillargeon	42	"	10	13	1	
101	Joseph Vézina	38	St. Laurent, Orleans	5	3	4	
102	Hérménégilde Guénard	41	St. Thomas, Montmagny	3	4	4	
103	Elzéar Desrosiers	46	Quebec	7	5	1	" Black Diamond Line.
104	John J. A. Irvine	43	Green Island	4	1	3	
105	Frédérick Bouffard	42	St. Laurent, Orleans	4	3	4	
106	Jules Asselin	38	St. Michel, Bellechasse	13	14	1	" Black Diamond Line.
107	Prudent Marmen	40	Beauport	3	2	4	Sick during three months.
108	Lucien Lachance	38	Notre Dame, Lévis	16	16	1	Employed by the Thompson Line.
109	Alfred Dion	41	" "	12	13	1	" Black Diamond Line.
110	Camille Bernier	41	Quebec	24	17	1	" Dominion Line.
111	Moïse Blouin	48	St. John, Orleans	5	3	4	
112	Moïse *alias* Laurent Godbout	39	Quebec	14	13	0	" Elder-Dempster Line.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec—*Continued.*

Number.	Name.	Age.	Residence.	Number of Pilotages effected. Inwards.	Outwards.	Movages.	Casualties and Remarks.
113	Alfred Godreau	46	Cap St. Ignace	3	4	4	
114	Alfred Raymond	38	Kamouraska	4	5	4	
115	Phileas Lachance	39	St. John, Orleans	14	15	1	Employed by the Black Diamond Line.
116	Joseph H. Talbot	37	Berthier	8	8	1	" " "
117	Moise Arthur Lachance	36	St. John, Orleans	3	4	4	
118	Louis Frs. Tivierge	33	"	5	2	4	
119	Jos. Emilien *alias* Emile Lachance	33	"	9	9	1	" Leyland Line.
120	Alphonse Asselin	34	St. Michel, Bellechasse	13	14	1	" Carbray-Routh Company's Line.
121	Edmond Larochelle	33	" "	11	12	1	" Johnson Line.
122	Joseph Plante	33	St. Paul's Bay	5	3	4	
123	Alphonse Pâquet	33	St. John, Orleans	4	4	4	
124	Paul *alias* Napoléon Pouliot	40	" "	3	4	4	
125	Arthur Doiron	43	St. Joseph, Lévis	4	5	4	
126	Adélard Bernier	38	Quebec	14	18	1	Employed by the Elder-Dempster Line.

Certified.

JAMES WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, January 2, 1900.

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held, during the year 1899, before the Quebec Harbour Commissioners under the authority of the Pilotage Act, 36 Vic., chap. 54, and 45 Vic., chap. 32, sec. 4.

Name of Pilot Tried.	Nature of Complaint.	Date of Trial.	Result.
Jos. Emilien *alias* Emile Lachance.	Running SS. "Almerian" ashore at Beaumont Reef.	10th, 20th and 25th of September	Found guilty and suspended to the 1st June, 1900.
Joseph Pouliot.....	Incapable of performing his duties as a pilot owing to the bad condition of his eyesight.	27th June.	Dismissed.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1900.

Certified,
JAS. WOODS,
Secretary-Treasurer.

QUEBEC HARBOUR COMMISSION.

LIST of Apprentice Pilots immediatly under the Quebec Harbour Commissioners' Pilotage Authority, on the 31st December, 1899.

Number.	Names.	When Indentured.	Remarks.
1	George Dugas.	11th April, 1871.....	Absent since the fall of 1877.
2	Ernest Nolet.....	19th March, 1874.....	Absent since the fall of 1878.
3	Léonidas Lachance.,.....	" " "	It is stipulated in the indentures of those apprentices that they will not be admitted to pass their examination before the number of Pilots is reduced to 125 as provided for by the Act 45th Vic., cap. 32.
4	Eudore Langlois.....	" " "	
5	Frs.-X. Eustache Wm. Doiron.	12th July, "	

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1900.

Certified,
JAS. WOODS,
Secretary-Treasurer.

QUEBEC, December 30, 1899.

F. GOURDEAU, Esq.
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to forward a detailed statement in duplicate of the moneys received and expended by the Decayed Pilot Fund of Quebec, for the year 1899; a similar statement in duplicate of the moneys received and expended by the Corporation of Pilots for the year just ended; all of which revised and certified:—

The total amount of receipts was.....	$129,049 47
The total expenditure was.....	22,611 33
Leaving a balance of.....	$106,438 14

to be distributed among an average of 122 to 123 pilots, giving to each a net dividend of $832.83.

One hundred foreign vessels paid in $4,662.52 and eight hundred and sixty-nine British vessels paid in $124,386.95.

All of which is respectfully submitted.

F. X. DION,
Secretary-Treasurer.

THE CORPORATION OF PILOTS.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec during the year 1899.

RECEIPTS.	$ cts.
To balance of 1898	23,890 69
The Municipality of St. Joseph de Lévis, capital remitted	3,210 00
To percentage of contributions of pilots.	8,968 60
Interest on investments	3,403 50
Interest from savings bank	642 48
	40,115 27

EXPENDITURE.	
By pensions	7,438 22
By relief	499 98
By salaries	550 00
By deposit in savings bank	31,520 00
Balance on hand	107 07
	40,115 27

PENSIONERS RELIEVED BY THE FUND.

Gobeil, Jean	88 87
Chouinard, Thomas	50 00
Adam, J. E.	100 00
Després, Auguste	50 00
Pouliot, Joseph	200 00
Langlois, Philéas	11 11
	499 98

PENSIONERS AT THE EXPENSE OF THE FUND.

Amount paid to Each during the year from November 1, 1898, to November 1, 1899.

Ten Pilots at $120.

Bouffard, David	120 00
Chassé, Jean	120 00
Couillard, Jos. Phil.	120 00
Demers, Victor	120 00
Genest, Edouard	120 00
Dufresne, Jérémie	120 00
Lapointe, Antoine	120 00
Pouliot, Joseph	120 00
Talbot, J. Bte	120 00
Ménard, Régis	120 00
	1,200 00

Three Pilots at $110.

Verreault, Dominique	110 00
Chouinard, Thos., pensioned Apl. 1, 1899	64 17
Lachance, Jos., pensioned July 19, 1899	31 10
	205 27

Two Pilots at $100.

Després, Abraham, died Jan. 2, 1899	17 25
St. Laurent, Amable, died Dec. 19, 1898	13 25
	30 50

Two Pilots at $98.

Dick, Ovide	98 00
Lapointe, Cyrille	98 00
	196 00

One Pilot at $96.

	$ cts.
Pelletier, François	96 00

Three Pilots at $88.

Charest, Pierre	88 00
Pouliot, Paul	88 00
Raymond, Léandre	88 00
	264 00

One Pilot at $57.

Forbes, James	57 00

WIDOWS.

Twenty-two Widows at $70.

Widow Audet, George dit Lapointe	70 00
" Bernier, J. Bte., on account	52 50
" Brown, Charles	70 00
" Caron, Maximin	70 00
" Delisle, Magloire	70 00
" Dumas, Charles	70 00
" Dumas, François	70 00
" Dion, J. Bte.	70 00
" Dick, Jos., died Sept. 24, 1898.	10 50
" Godbout, Laurent	70 00
" Girard, Dominique	70 00
" Gobeil, Antoine, pensioned August 11, 1899	15 40
" Jouvin, Hilaire, on acconnt	52 50
" Laprise, Louis	70 00
" Langlois, Paul	70 00
" Lavoie, Louis Joseph	70 00
" Lapierre, Pierre	70 00
" Marcoux, Edouard	70 00
" Pelletier, Alexis	70 00
" Pouliot, Jean	70 00
" Vaillancourt, Alex	70 00
" Vézina, Charles, pensioned September 15, 1899	8 75
	1,329 65

Eighteen Widows at $66.

Widow Bâquet, Annibal	66 00
" Coulombe, Jean	66 00
" Fontaine, Louis	66 00
" Delisle, F. X.	66 00
" Dumas, Hubert	66 00
" Forgues, Narcisse	66 00
" Fontaine, Pierre	66 00
" Guénard, Michel	66 00
" Lachance, F. X.	66 00
" Lachance, Barth.	66 00
" Lamarre, Jean Frs.	66 00
" Laprise, Pierre	66 00
" Lemieux, Pierre	66 00
" Marticotte, Isaïe	66 00
" Morency, Joseph	66 00
" Raymond, Joseph, died April 14, 1899	30 25
" Ruelland, Pierre, arrears	16 50
" " " year	66 00
" Thievierge, Louis	66 00
	1,168 75

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, &c.—*Continued.*

Nine Widows at $65.

Widow	Adam, J. E.	65 00
"	Babin, Damase	65 00
"	Demers, Edouard	65 00
"	Dorion, Eustache	65 00
"	Fortin, Nicholas	65 00
"	Genest, Amable	65 00
"	Gaudreau, François	65 00
"	Lapointe, Joseph, on account	48 75
"	Leclerc, Ls. Ol	65 00
		568 75

Six Widows at $63.

Widow	Boucher, Antoine, died March 4, 1899	21 70
"	Cinq-Mars, David	63 00
"	Crépault, Louis	63 00
"	Curodeau, Pierre	63 00
"	Mercier, Magloire	63 00
"	Roy, Alexis	63 00
		336 70

Nine Widows at $60.

Widow	Després, George, pensioned November 9, 1898	59 10
"	Fournier, Amable	60 00
"	Glynn, Dennis	60 00
"	Langelier, Fabien	60 00
"	Langlois, Julien	60 00
"	Laroche, J. Bte	60 00
"	Lavoie, A. (L. M.)	60 00
"	Noël, Henri	60 00
"	Ross, Pierre	60 00
		539 10

Nine Widows at $58.

Widow	Talbot, J. Bte	58 00
"	Langlois, Philias, pensioned April 30, 1899	29 00
"	Caron, Germain, died May 28, 1899	34 30
"	Côté, François	58 00
"	Dion, Jean	58 00
"	Koenig, C. F	58 00
"	Lachance, Ovide	58 00
"	Levesque, Joseph	58 00
"	Pineau, Benjamin	58 00
		469 30

Five Widows at $48.

Widow	Côté, Célestin	48 00
"	Desrosiers, P	48 00
"	Dion, Joseph	48 00
"	Lachance, F. X. (M.L.) arrears	12 00
"	" " " "	48 00
"	Turgeon, Edouard	48 00
		252 00

Six Widows at $40.80.

		$ cts.
Widow	Dandurand, Jacques	40 80
"	Keable, André	40 80
"	Morency, Guillaume	40 80
"	Pelletier, D. F	40 80
"	Rouleau, Pierre	40 80
"	Dallaire, Napoleon	40 80
		244 80

Six Widows at $38.40.

Widow	Caron, Fabien	38 40
"	Côté, Magloire	38 40
"	Langlois, Louis (A.R.) on acct.	28 80
"	McNeil, Thomas	38 40
"	Turgeon, Alfred	38 40
"	Larochelle, Laurent	38 40
		220 80

CHILDREN.

Child of	Boutin, Ths., inf., on acct.	(1)	13 50
"	Couillard, Hilaire	(1)	18 00
"	Dugas, Jean, inf	(1)	18 00
"	Forbes, Isaac, inf., ac	(2)	24 75
"	Fortin, Nicholas, inf., ac	(1)	9 00
"	Giroux, Jean, inf	(1)	18 00
"	Jahan, Joseph, inf	(1)	18 00
"	Langlois, Joseph, inf	(1)	18 00
"	Laprise, P. S., 15 years old	(1)	14 35
"	Toussaint, P., inf	(1)	18 00
"	Plante, Jos., inf	(1)	18 00
"	Noël, François, inf	(1)	18 00
"	Chouinard, Chs., inf	(1)	18 00
"	Gobeil, Jean, inf	(1)	18 00
"	Asselin, Louis, inf	(1)	18 00
			259 60

RECAPITULATION OF PENSIONS.

10	Pilots at	$120	1,200 00
3	"	110	205 27
2	"	100	30 50
2	"	98	196 00
1	"	96	96 00
3	"	88	264 00
1	"	57	57 00
22	Pilots.		
22	Widows at	$70	1,329 65
18	"	66	1,168 75
9	"	65	568 75
6	"	63	336 70
9	"	60	539 10
9	"	58	469 30
5	"	48	252 00
6	"	40 80	244 80
6	"	38 40	220 80
90	Widows.		
16	Children at	$18	259 60
			7,438 22
128	Pensioners.		

Statement of Moneys received and disbursed by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, &c.—*Concluded.*

Dr. Receipts.	$ cts.
To balance of 1898	23,890 69
To Trustees of Quebec roads, 1 year's interest to July 1, 1899, on $22,800, at 6 per cent	1,368 00
The City of Quebec, 1 year's interest to July 1, 1899, on $9,000, at 7 per cent	630 00
Treasury Department, 1 year's interest to July 1, 1899, on $20,000, at 5 per cent	1,000 00
Church Trustees, St. Fulgence, 1 year's interest on $2,500, at 5 per cent	125 00
Guillaume Beauchard, 1 year's interest on $2,400, at 5 per cent	120 00
The Municipality of St. Joseph de Lévis, 1 year's interest on $3,210, at 5 per cent	160 50
The Savings Bank, 1 year's interest on current account	642 48
Contributions of pilots	8,968 60
The Municipality of St. Joseph de Lévis, capital remitted	3,210 00
	40,115 27

Cr.	$ cts.
By pensions, relief paid during the year 1899:—	
By relief	499 98
By arrears of pensions to Dec. 31, 1898	39 00
By quarter ending Jan. 31, 1899	1,895 40
" April 30, 1899	1,834 92
" July 31, 1899	1,851 70
" Oct. 31, 1899	1,817 20
Salary of secretary and assistant	550 00
Deposits at savings banks—National Bank and Quebec Bank	31,520 00
By balance on hand	107 07
	40,115 27
Statement of Fund.	
Moneys loaned	56,700 00
Money in savings bank	31,520 00
Money in secretary-treasurer's hands	107 07
	88,327 07
To deduct arrears of pensions due this day	150 10
	88,176 97

F. X. DION,
Secretary-Treasurer.

We, the undersigned, officially appointed to examine the books and accounts of the Decayed Pilot Fund of Quebec, certify to having made a minute examination and to having found everything correct.

J. J. B. TURCOTTE,
Accountant.

TREFFLÉ SIMARD,
THÉOPHILE CORRIVEAU,
Auditors.

QUEBEC, December 30, 1899.

F. X. DION—in current account with the Corporation of Pilots of Quebec to December 31, 1899.

Dr.	$ cts.	Cr.		$ cts.
To Balance of 1898	1,310 24	By Expenses pilots' boats	$ 735 58	
Reserve fund of 1898	500 00	Less	11 90	
Pilots' retirement fund	750 00			723 68
Customs, Montreal	79,141 34	Pilots' expenses	$ 594 61	
" Three Rivers	2,322 71	Less	1 00	
" Chicoutimi	301 59			593 61
" Tadousac (St. Etienne)	525 75	Expenses pilot boat *La Mouette*		409 51
" Sorel	710 73	" " *La Vigie*		120 33
" Batiscan	404 24	" " *La Prize*		229 01
" St. Thomas de Montmagny	1,336 98	General expenses	$ 2,440 15	
" Trois Pistoles	405 77	Less	0 50	
Interest: Banque Nationale	103 48			2,439 65
Fines	160 00	Provisions	$ 1,006 74	
Lost time	2,506 28	Less	12 97	
Pilotage collected at Quebec	43,900 36			993 77
		Rent	$ 476 50	
		Less	50 00	
				426 50
		Apprentices' wages		365 58
		Seamen's wages		402 05
		Cooks' wages		435 34
		Indemnity to directors		600 00
		Indemnity to captains		280 00
		Indemnity to Saguenay station		250 00
		Pilot boat shares		3,500 00
		Insurance		101 93
		Pilotage remitted		222 07
		Salaries of employees		1,550 00
		Retired pilots' fund		1,000 00
		Decayed pilots' fund		8,968 60
		Reserve fund		500 00
		Dividends		109,002 00
		Balance		1,266 14
	134,379 47			134,379 47

F. X. DION,
Secretary-Treasurer.

We, the undersigned, officially appointed to examine the books and accounts of the Corporation of Pilots, certify to having found them correct.

J. J. B. TURCOTTE,
Accountant.

J. THÉOPHILE CORRIVEAU,
TREFFLÉ SIMARD,
Auditors.

QUEBEC, December 30, 1899.

APPENDIX No. 11.

REPORT OF THE PILOTAGE AUTHORITY, VICTORIA, B.C., FOR YEAR ENDED DECEMBER 31, 1899.

F. GOURDEAU, ESQ.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the commissioners, to transmit herewith the pilotage returns for the Pilotage District of Victoria and Esquimalt, in the Province of British Columbia, for the year ending December 31, 1899, as required by section 22 of chapter 80 of the Revised Statutes of Canada, 1886, in the hope that the same will reach your department in ample season for embodiment in the supplement to your annual report, of which kindly furnish me with a copy when issued, and accept my thanks in anticipation. Our chairman, Mr. Rithet, is generally in San Francisco at New Year's, or he would sign returns.

I have the honour to be, sir,
Your most obedient servant,

EDGAR CROW BAKER,
Secretary-Treasurer P. A.

PILOTAGE Returns, Victoria and Esquimalt Pilotage District, B.C., January 1 to December 31, 1899.

LICENSED PILOTS.

No.	Name.	Age.	Date of Issue.	Seniority.	Remarks.
1	John Thompson.....	50	April 23, 1880...	Dec. 4, 1898.....	Originally a B. C. Pilot.
2	Samuel W. Bucknam..	49	March 6, 1891...	March 6, 1891...	Victoria and Esquimalt District.
3	John Newby	50	April 10, 1891...	April 10, 1891...	" "
4	Thomas Bebbington...	53	Feb. 25, 1893....	Feb. 25, 1893....	Originally a N. W. and Yale pilot.

N.B.—The foregoing is a list of licensed pilots, who are the only ones who have prosecuted such calling in the above named district.

There are no masters and mates acting under license from this Pilotage Authority, all the certificates previously granted having expired by effluxion of time.

Clauses I., II., III., page 213, supplement to 19th annual report, with reductions on pages 200 and 201, supplement to 21st annual report, and also those on pages 181 and 182, supplement to 26th annual report (*i.e.* Order in Council, July 1, 1893), apply to this year also.

Same Acts and parts of Acts as last year apply to 1899, and list of exempted vessels and Puget Sound rates remain the same.

EDGAR CROW BAKER,
Secretary-Treasurer.

VICTORIA, B.C., December 31, 1899.

PILOTAGE DUES collected, January 1 to December 31, 1899.

Month.	British.	Foreign.	Total.	Remarks.
	$ cts.	$ cts.	$ cts.	
January	313 25	766 25	1,079 50	N.B.—The total $13,724.87 does not include sums of $500 collected from Puget Sound steamers and $47.37 pilotage outwards in certain cases to credit of Pilotage Authority.
February	317 00	720 25	1,037 25	
March	397 00	715 50	1,112 50	
April	423 00	763 75	1,186 75	
May	291 87	851 50	1,143 37	
June	418 00	841 50	1,259 50	
July	378 50	818 00	1,196 50	
August	388 00	904 25	1,292 25	
September	340 75	798 25	1,139 00	
October	512 75	661 50	1,174 25	
November	323 50	672 50	996 00	
December	280 75	827 25	1,108 00	
	4,384 37	9,340 50	13,724 87	

EDGAR CROW BAKER,
Secretary-Treasurer.

VICTORIA, B.C., December 31, 1899.

DR. RECEIPTS and EXPENDITURE, January 1 to December 31, 1899. CR.

Date.	Nature of Receipt.	Amount.	Date.	Head of Service.	Amount.
1899.		$ cts.	1899.		$ cts.
January 1	To Balance from last year	1,514 39	April 5	By V. and E. pilots, division surplus, 1898	1,514 39
Jan. 1 to Dec. 31	Pilotage dues, 12 months	13,724 87	Jan. 1 to Dec. 31	V. and E. pilots, earnings as per receipts	12,352 39
" "	Certificate fees, Puget Sound Steamers	500 00	" "	Secretary-treasurer, 12 months' salary	600 00
" "	Pilotage outwards in certain cases to credit of Pilotage Authority	47 37	" "	Office expenses, rent, fuel, light, &c.	333 75
			December 31	Balance to credit of Pilotage Authority	986 10
		15,786 63			15,786 63

EDGAR CROW BAKER,
Secretary-Treasurer.

Approved and certified correct.

MATTHEW T. JOHNSTON, }
HERBERT G. SIMS. } *Commissioners.*

APPENDIX No. 12.

REPORT OF THE PILOTAGE AUTHORITY OF NANAIMO, B. C., FOR THE YEAR 1899.

NANAIMO, B.C., January 10, 1900.

The Honourable
The Minister of Marine and Fisheries,
Ottawa, Canada.

SIR,—I have the honour to forward for the information of the Dominion Government, the pilotage returns of this Pilotage Authority, for the year ending December 31, 1899, in accordance with the Pilotage Act.

I am, sir,
Your obedient servant,

GEORGE NORRIS,
Acting Secretary, Nanaimo Pilotage Authority.

Pilotage Returns of the Nanaimo Pilotage Authority for the year ending December 31, 1899, in accordance with the "Pilotage Act, 1886."

Names of Pilots.	Age.	Service.
Morrison, Daniel	59	District.
Bendrot, Jas. Peter	39	"
Christensen, Jas	58	"
Butler, Jas Edgar	38	"
Owens, William David	33	"
Sabiston, John F., sr	73	Retired Sept. 30, 1896.

Rates of pilotage dues, etc.

Half pilotage	$1 per foot.
Full "	2 " "
Gulf "	10 per diem.

Special rates for mail steamers and tugs.

Total amount received for pilotage dues.

Pilotage dues from British ships	$ 9,139 00
" " Foreign "	13,362 50
	$22,501 50

Receipts.

Balance from 1898	Nil
Receipts for year 1899	Nil
Pilotage dues	$22,501 50
License fees	50 00
	$22,551 50

Expenditure.

Paid pilots	$17,601 57
Pilots' expenses	3,415 83
Ex-pilot's allowance	600 00
Secretary-treasurer	600 00
Rent of office	120 00
Cleaning office	30 00
Printing, postage and stationery	92 10
Refund of steamer *Miowera's* pilotage paid into the fund twice by Commissioner Quennell	92 00
	$22,551 50

E. QUENNEL, *Chairman*,

GEORGE NORRIS, *Acting Secretary*.

NANAIMO, B.C., January 10, 1900.

APPENDIX No. 13.

RT OF THE PILOTAGE AUTHORITY OF YALE AND NEW WEST-MINSTER FOR YEAR 1899.

VANCOUVER, B. C., January 6, 1900.

ı Honourable
The Minister of Marine,
Ottawa.

R,—I have the honour to forward to you herewith statement of accounts and of ıirs of the Yale and New Westminster Pilotage Authority for the year just 1899.

t a meeting of the commissioners held in my office yesterday the 5th inst., my ts were audited and signed by the chairman, and I was instructed to forward to This I do, enclosing, 'Receipts and Expenditure,' 'Ledger Balance' and 'Statement.' am also sending true copies to your agent for this province, Capt. James Gaudin, ia.

I have, sir, the honour to be
Your obedient servant,
C. GARDINER JOHNSON,
Secretary to the New Westminster Pilotage Authority.

RECEIPTS.

Balance in bank, January 5, 1899	$ 810 10	
Pilotage earnings for year 1899	17,112 90	
		$ 17,923 00

DISBURSEMENTS.

Paid pilots January 5, 1899	$ 810 10	
Paid pilots during year 1899	12,275 78	
Office expense account, 1899	909 50	
Pilotage expense account, 1899	3,125 85	
Balance in bank	801 77	
		$ 17,923 00

C. GARDINER JOHNSON,
Secretary Yale and New Westminster Pilotage Authority.

pproved,
RICHARD ALEXANDER,
Chairman.

UVER, B.C., January 5, 1900.

LEDGER BALANCE.

Assets.

Bank of Montreal		$ 801 77	
Bank of Montreal—			
Savings department	$ 614 63		
Less special cheque to order of commissioners	100 00		
	$ 514 63		
Interest, 1899	15 80		
		530 43	
			$ 1,332 20

Liabilities.

Reserve fund	$ 514 63		
Interest, 1899	15 80		
		$ 530 43	
Pilotage earnings not disbursed		801 77	
			1,332 20

C. GARDINER JOHNSON,
Secretary, Yale and New Westminster Pilotage Authority.

Approved,
RICHARD ALEXANDER,
Chairman.

VANCOUVER, B.C., January 5, 1900.

No. of License.	Name of Pilot.	Age.	Service in.	Remarks.
1 First Class..	William Ettershank.	57	License to pilot vessels of any size or description within the limits of Yale and New Westminster pilotage authority.	Active.
2 " ..	George W. Robertson	49		
3 " ..	H. Robson Jones....	43		
4 " ..	William Johnson....	43		

NOTE.—Pilotage dues now in force are same as approved by Order in Council Saturday, the 28th day of April, 1894.

INWARDS.

17 British steamers	$ 2,896 90	
243 Foreign steamers	4,536 00	
19 British sailers	615 50	
11 Foreign sailers	303 00	
		$ 8,351 40

OUTWARDS.

64 British steamers	$ 2,967 00	
258 Foreign steamers	4,662 75	
19 British sailers	683 75	
11 Foreign sailers	448 00	
		8,761 50
		$ 17,112 90

Remaining in port December 31, 1899.—Senator (in Westminster), $43.75; Latona, $20; Saga, $21.25; Guy C. Guy, $28; Altear, $26; Aorangi, $53.25; Empress of India, $66.25.

C. GARDINER JOHNSON,
Secretary, Yale and New Westminster Pilotage Authority.

Approved,
RICHARD ALEXANDER,
Chairman.

VANCOUVER, B.C., January, 1900.

APPENDIX No. 14.

REPORT OF PILOTAGE AUTHORITY OF HALIFAX FOR YEAR 1899.

HALIFAX, N.S., January 9, 1900.

on. Minister Marine and Fisheries,
Ottawa.

SIR,—I beg leave to transmit for the information of the department the enclosed turns of the Pilotage Authority of the district of Halifax, N.S., viz. :—

Statement of receipts and expenditures.
Statement of superanuation fund.
Return outward of vessels, British and Foreign.
Return inward of vessels, British and Foreign.
List of licensed pilots.
List of pensioners.
Balance sheet with amount paid each pilot.

Respectfully,
Your obedient servant,
J. TAYLOR WOOD,
Secretary-Treasurer.

STATEMENT of Receipts and Expenditures for the year ended December 31, 1899.

DR.	$ cts.	CR.	$ cts.
ary	600 00	Balance on hand, Dec. 31, 1898	1,576 18
nt	325 00	Outward pilotage	1,634 45
nting, legal expenses, &c	1,302 54	Commissions	1,485 09
posit savings	800 00	Interest	476 85
lance on hand	1,798 53	Licenses, bonds, &c	85 00
	5,257 57		5,257 57

J. TAYLOR WOOD,
Secretary-Treasurer.

OFFICE OF COMMISSIONERS OF PILOTS,
December 30, 1899.

BALANCE Sheet.

DR.	$ cts.	CR.	$ cts.
Cash	1,798 53	Superannuation Fund	15,854 71
Union Bank, special deposit	3,088 59	Outward pilotage	4,198 53
" superannuation	481 81		
Savings Bank	7,084 31		
Dominion Stock	5,200 00		
Union Bank	2,400 00		
Total	20,053 24	Total	20,053 24

E.O.E.

Amount paid pilots ..... $ 23,033 63
" each pilot 1,096 84

J. TAYLOR WOOD,
Secretary-Treasurer.

OFFICE OF COMMISSIONERS OF PILOTS,
HALIFAX, N.S., December 31, 1899.

LIST of persons on the Pension Roll.

Name.	Age.	Residence.	Amount of Pensions per Annum.
			$ cts.
John Fleming	86	Ketch Harbour	100 00
John Johnson	76	Bear Cove, Halifax Co.	100 00
Patrick Hayes	77	Herring Cove, Halifax Co	100 00
Bernard Gallagher	74	Halifax	100 00
Joseph Reno	73	Herring Cove, Halifax Co.	100 00
Mrs. Lucinda Nickerson	65	Sambro, Halifax Co.	30 00
Mrs. Mary Smith	63	Halifax	30 00
Mrs. Charles Martin	67	"	30 00
Mrs. Charles Glazebrook	54	"	30 00
Mary Glazebrook	10	"	15 00
Chas Glazebrook	8	"	15 00
Mrs. Daniel Martin	41	"	30 00
Thomas Martin	13	"	15 00
Leo Martin	9	"	15 00
Elizabeth Martin	7	"	15 00
Barbara Martin	6	"	15 00
Catherine Martin	4	"	15 00
		Total	755 50

J. TAYLOR WOOD,
Secretary-Treasurer.

OFFICE OF COMMISSIONERS OF PILOTS,
December 31, 1899,

LIST of Pilots, Port of Halifax.

No.	Name.	Residence.	Age.
1			
2	William Fleming	Halifax	33
3	James Holland	Duncan's Cove	63
4	William Baker	Halifax	64
5			
6	Frank Thomas	Herring Cove	24
7			
8	William Hayes	Herring Cove	25
9	Hugh Monroe	Halifax	64
10	Jeremiah Holland	Duncan's Cove	67
11	Edward Byers	Halifax	58
12	James Hanrahan	Ferguson's Cove	62
13	William Beazley	"	59
14	John Hayes	Halifax	49
15	James Spears	"	41
16	John F. Beazley	"	39
17	William Gorman	Herring Cove	25
18	Charles F. Martin	Halifax	34
19	William White	Ferguson's Cove	42
20	Thomas Hayes	Halifax	40
21	Thomas Reno	Herring Cove	39
22	Frank Mackey	Halifax	27
23	Henry Latter	"	35
24			
25			
26	James Fleming	Halifax	60

J. TAYLOR WOOD,
Secretary-Treasurer.

OFFICE OF COMMISSIONERS OF PILOTS,
December 31, 1899.

RETURN of vessels entered Outwards at the Port of Halifax, N.S., from January 1, 1899, to December 31, 1899, (subject to compulsory Pilotage.)

BRITISH.

Schooners.	Brigantines.	Barqueu-tines.	Barques.	Ships.	Steamers.	Barges.	Tonnage.	Pilot Fees.
								$ cts.
8	4	11	2	2	565	18	822,251	7,134 06

FOREIGN.

	4	1	4	29	1	113	6	227,502	1,789 99
Total...	12	5	15	31	3	678	24	1,051,753	$8,924 05

Return of vessels entered Inward at the Port of Halifax, from January 1, 1899, to December 31, 1899, (subject to compulsory pilotage.)

BRITISH.

Schooners.	Brigantines.	Barquentines.	Barques.	Ships.	Steamers.	Barges.	Tonnage.	Pilot Fees.
								$ cts.
74	15	10	2	2	654	48	851,015	13,841 50

FOREIGN.

	25	1	4	29	.....	116	4	230,486	3,182 20
Total...	99	16	14	31	2	770	52	1,081,501	$17,023 70

J. TAYLOR WOOD,
Secretary-Treasurer.

Office of Commissioners of Pilots,
December 31, 1899.

Superannuation Fund.

Cr.	$ cts.	$ cts.
Balance, December 31, 1898	.....	15,090 92
Commissions	740 69	
Interest	476 85	
Licenses and bonds	85 00	
		1,302 54
		16,393 46
Less paid pensions	.....	538 75
		15,854 71
Dr.		
Union Bank	481 81	
" (special)	3,088 59	
Savings bank	7,084 31	
Dominion stock	5,200 00	
		15,854 71
1900. Jan. 9. Transferred from general fund	.....	2,515 53
		18,370 24

E.O.E.

J. TAYLOR WOOD,
Secretary-Treasurer.

APPENDIX No. 15.

REPORT OF PILOTAGE AUTHORITY FOR DISTRICT OF MIRAMICHI, N.B., FOR 1899.

NEWCASTLE, MIRAMICHI, January 10, 1900.

MAJOR F. GOURDEAU,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to inclose herein the pilotage returns of the district of Miramichi, N.B., for the year ended December 31, 1899.

I am, sir,
Your obedient servant,
R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., year ending December 31, 1899.

Class of Vessel.		
Vessels reported Inwards—		
British steamers	52	
" sailing vessels	35	
Foreign steamers	2	
" sailing vessels	62	
		151
Vessels reported Outwards—		
British steamers	50	
" sailing vessels	29	
Foreign steamers	2	
" sailing vessels	65	
		146
Vessels Removed—		
British steamers	24	
" sailing vessels	4	
Foreign steamers	1	
" sailing vessels	22	
		51
Vessels—Extra Services—		
British steamers		
" sailing vessels		
Foreign steamers		
" sailing vessels		1

NATIONALITIES of Vessels piloted Inwards for 1899.

British	87	Russian	2
Norwegian	47	Swedish	2
Italian	8		
Austrian	3		151
German	2		

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., year ending December 31, 1899.

Class of Vessel.	Amount.	Amount.
	$ cts.	$ cts.
Total amount of Pilotage Inwards—		
British steamers	2,929 51	
" sailing vessels	905 08	
Foreign steamers	109 03	
" sailing vessels	1,710 28	
		5,653 90
Total amount of Pilotage Outwards—		
British steamers	3,223 61	
" sailing vessels	748 02	
Foreign steamers	101 78	
3 sailing vessels	2,230 53	
		6,303 94
Total amount of Removals—		
British steamers	184 00	
" sailing vessels	32 00	
Foreign steamers	4 00	
" sailing vessels	150 00	
		370 00
Total amount of Extra Services—		
British steamers	.....	
" sailing vessels	.....	
Foreign steamers	.....	
" sailing vessels	27 00	27 00
Total	.....	12,354 84

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

RATES of Pilotage chargeable at Miramichi, N.B., on all vessels, British and Foreign, for the year 1899.

When Inward Bound	$2.25 per ft.
In addition to the above, for all vessels propelled wholly or in part by steam	2 c. per ton.
Sailing vessels towing from entrance of harbour Inwards	⅔ of $2.25
When Outward Bound	$2 per ft.
In addition to the above, for all vessels propelled wholly or in part by steam	2 c. per ton.
Sailing vessels towing from loading berth to sea	⅔ of $2
Removals are not compulsory, but when pilots are employed the rate for removal and mooring of vessels over 300 tons is	$4
Where the distance of removal exceeds four miles, fifty per cent additional on the above rate.	
Steam tugs towing barges with cargo Inwards, may depart without being compelled to take a pilot on tug or barges Outward, or paying any outward pilotage, after having paid full pilotage on tug and barges Inward.	

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

JOHN C. MILLER,
Chairman.

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., year ending December 31, 1899.

No.	Names.	Ages.	For what service.	Remarks.
2	Louis Jimmo	45	Full license	Resigned, May 23, 1899.
6	Francis Martin	65	"	" "
7	Maxime Martin	54	"	" "
9	Angus McLean	66	"	" "
10	Alexander Wilson	53	"	" "
12	George Savoy	55	"	" "
22	Wm. Walls, sr	45	"	" "
26	John McCallum	47	"	" "
27	James Nowlan	48	"	" "
28	Dudley P. Walls	53	"	" "
29	George Sutton	48	"	" "
30	James A. Nowlan	44	"	" "
31	George T. Tait	42	"	" "
32	Joseph Jimmo	44	"	" "
33	James McCallum	55	"	" "
35	John Martin	40	"	" "
36	Asa Walls	40	"	" "
37	Wm. Walls, jr	42	"	" "
38	John Nowlan	43	"	" "
39	Patrick Nowlan	40	"	" "
40	Hugh McLean	32	Inwards only	
41	Michael J. Jimmo	32	Full licence	
42	George M. Nolan	43	"	
43	Christopher C. McLean	52	"	
44	George Savoy	55	"	

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

JOHN C. MILLER,
Chairman.

The Miramichi Pilots in account with R. R. Call, Secretary-Treasurer.

1899.		DR.		$ cts.
May	1..	To amount voted to be returned the Dominion Coal Co., pilotage inwards of barge "Grandee," grounded in November, 1898		43 88
"	27..	D. Doyle's account for horse-hire		1 00
"	27..	Paid Alexander Martin		20 00
Aug.	8..	Amount refunded schr. "Bessie"		18 00
"	8..	Amount refunded barque "Ajax"		13 00
"	8..	Paid for telegrams		26 73
"	11..	Paid on account of legal expenses		220 00
Dec.	30..	Paid Anslow Bros.' account for printing		7 00
"	30..	R. R. Call, secretary-treasurer, postage and stationery		3 50
"	30..	R. R. Call, secretary-treasurer, 3 per cent commission on $12,354.84		370 65
"	30..	Paid pilots on account		1,411 80
"	30..	Amount not yet distributed		10,219 28
				12,354 84
1899.		CR.		
Dec.	30..	By amount of inward pilotage	$5,653 90	
"	30..	Amount of outward pilotage	6,303 94	
"	30..	Amount for removals	370 00	
"	30..	Amount for extra services	27 00	
				12,354 84

R. R. CALL,
Secretary-Treasurer to Pilotage Commissioners.

JOHN C. MILLER,
Chairman.

APPENDIX No. 16.

REPORT OF PILOTAGE AUTHORITY FOR DISTRICT OF SHEDIAC FOR 1899.

PILOTAGE OFFICE,
SHEDIAC, N.B., January 6, 1900.

F. GOURDEAU, Esq.,
Deputy Minister of Marine,
Ottawa.

SIR,—The pilotage authority for the port of Shediac, N.B., beg leave to submit the following report for the year ended December 31, 1899.

Names of Pilots in District.	Age.	Service.
1. Edward McDonald	67	Full district.
2. Doicity P. LeBlanc	61	"
3. Thomas McGrath	53	"
4. Olaf Hendricksen	47	"
5. Paul P. Leblanc	53	"

Number of vessels reported liable to pay pilotage:

	Inwards.	Outwards.
Foreign sailing vessels	21	21
British, none.		

Nationality of above vessels reported inwards during 1899:

Norwegian	20
Danish	1
Total	21

The total amount received for pilotage services for the year was as follows:

From foreign vessels $843.40

This amonnt was all paid to the above pilots.

The rates of pilotage for this district are as follows:

For pilotage inwards and outwards, $1.25 per foot draught of water. Each remove $2.

W. A. RUSSELL,
Secretary to Pilotage Commission of Shediac.

APPENDIX No. 17.

REPORT OF PILOTAGE AUTHORITY FOR DISTRICT OF THE COUNTY OF CHARLOTTE, N.B., FOR 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Canada.

SIR,—I have the honour to inclose herewith pilotage returns for the district of the County of Charlotte for the year 1899.

I am, sir, your most obedient servant,

C. E. O. HATHEWAY,
Commissioner and Secretary.

Pilotage returns for the district of the County of Charlotte, N.B., for the year 1899.

Licensed Pilots Acting.	Age.	Residence.
Wellington Cline.....	58	Parish of West Isles, County of Charlotte.
Joseph Boyd.....	64	" Campobello, "

Pilot Boat License.

Schooner "Olga," register 10 tons, Joseph Boyd, master, licensed August 2, 1899.

Amount of Pilotage collected by Pilots.

British vessels, $143.50; foreign vessels, $166.50; total, $310.

No.	Description of vessel piloted.	Nationality.	Tonnage.	No.	Description of vessel piloted.	Nationality.	Tonnage.
Four	schooners...	British...	764	Six	schooners...	Foreign...	1270
One	brig ...	" .	143				
			907				1270

Total tonnage, 2177.

Receipts by Pilotage Authority.

For license to one pilot boat.....	5 00	
Regulations	2 00	
		7 00

Charges.

Postage and stationery.....	1 00	
Commissioner and secretary, St. Andrew's.....	6 00	
		7 00

C. E. O. HATHEWAY,
Commissioner and Secretary.

ST. ANDREWS, N.B., December 31, 1899.

Rates of Pilotage in the District.

Longest pilotage distance, inwards or outwards, $2.25 per foot draught of water.
Second " " 1.60 "
Third " " 1.50 "
From or to Campobello, 20 cents per foot less than above rates.
Fourth pilotage distance inwards or outwards $1 per foot draught of water.
From November 1 to April 1, 20 cents per foot in addition to above rates.

To or from St. Andrews harbour to ballast ground, vessels 80 tons and under 300 tons, $2.50 each; 300 tons and upwards, $3 each.

Removing a vessel from one loading place or harbour to any other loading place or harbour inside St. Andrews Bay, vessels 80 tons up to 200 tons, $4; over 200 tons and up to 300 tons, $5; over 300 tons and up to 400 tons, $6; exceeding 400 tons, $8 each.

Removing a vessel from any loading place inside St. Andrews Bay to any harbour or loading place outside St. Andrews Bay and within the district, pilotage inwards or ontwards, vessels 80 tons and under 200 tons, $6; 200 tons and under 300 tons, $8; 300 tons and under 400 tons, $10; 400 tons and upwards, $12 each.

C. E. O. HATHEWAY,
Commissioner and Secretary.

APPENDIX No. 18.

REPORT OF THE PILOTAGE AUTHORITY OF HARVEY, N.B., FOR THE YEAR ENDED DECEMBER 31, 1899.

Description of Vessel.	Name and Nationality.	Tonnage.	Amount of Pilotage.
			$ cts.
S.S.	Touborg, Nor	1,063	16 50
"	Touborg, 2nd voyage. Nor	1,063	17 00
Bark	Ophelia, Nor	1,127	18 25
"	Nova Scotia, Nor	1,110	15 00
"	Dictator, Nor	526	20 25
S.S.	Manuka, Br	1,125	20 50
"	Indianapolis, Br	1,593	21 00
"	Rockcliff, Br	1,496	16 00
Ship	Savona, Br	1,583	14 00
S.S.	Salopia, Br	1,549	20 00
		12,235	178 50

Fees received $5 00
Expenses 7 50

GEO. A. COONAN,
Secretary, Pilotage Commissioners.

HARVEY, December 31, 1899.

APPENDIX No. 19.

REPORT OF PILOTAGE COMMISSIONERS FOR THE PILOTAGE DISTRICT OF ST. MARY'S AND LISCOMB, FOR THE YEAR ENDING DECEMBER 31, 1899.

EDWARD QUINN, PILOT No. 1, FOR ST. MARY'S.

Date of Arrival.	Where from.	Rig.	Name of Vessel.	Port of Registry.	Registered Tonnage.	Name of Master.	Rate of Pilotage. Inwards.	Outwards.	Total.
1899.							$ cts.	$ cts.	$ cts.
May 18..	Halifax	Schooner	Mary Elenor	Halifax	98		3 90	3 90	7 80
June 28..	"	"	Acacia	Lunenburg	117	Lohnes	4 68		4 68
July 5..	"	"	Minnie Maud	Liverpool, N.S.	84	J. T. Wolf	3 36		3 36
" 28..	"	"	Quetay	St. John	123	Hamilton	4 00	4 00	8 00
Aug. 7..	"	"	Viola	Windsor	124	Finley	5 00	7 00	12 00
" 9..	Sydney	"	Warren W	Georgetown, P.E.I.	78	Glossen	3 15		3 15
" 11..	"	"	Samuel Drake	Port Hawksbury	68	Olsen	2 72		2 72
Sept. 22..	Aberdeen	Barque	Montreal	Windsor	699	Larkin	14 00	16 00	*20 00
" 24..	St. Pierre	Schooner	Winnie Pearce	Grand Bank, N.F.L.	68	S. Tebboe	2 72	2 72	5 44
Oct. 22..	Halifax	"	Rona	Lunenburg	99	Himelman	3 96	3 96	*5 28
Nov. 27..	"	Barquentine	Cuba	Windsor	453	Earle	11 00	13 00	*16 00
Dec. 15..	Louisburg	Schooner	Regina B.	Lunenburg	79	Byers	3 16		3 16
									91 59

*One-third less tonnage.

DANIEL BURNS, PILOT No. 4, FOR ST. MARY'S.

2..	Pictou	S. S. Tug	Elsie	Pictou	15	McKinzie	1 50		1 50
7..	Louisburg	Schooner	Lucretia Jane	Yarmouth, N.S.	78	Liblace	3 12	3 12	6 24
12..	"	"	Laura Douglas	Barrington	36	Dicks	1 44	1 44	2 88
13..	Bridgewater	"	G. J. Matanson	Weymouth	134	H. Leblance	4 00	6 00	10 00
									20 62

May 19..	Montevideo	Ship	Trojan	Windsor	1,595	G. Armstrong	22 00	24 00	46 00
" 23..	Antwerp	Barque	Daphnae	Knogen, Norway	898	Christian	15 00	17 00	32 00
Aug. 27..	Iceland	Barquentine	Transport	Norway	276	O. R. Lund	7 00	8 00	15 00
Sept. 24..	Boston	S. S. Ship	Bogstead	Christiania	1,982	Gullisen	26 00	28 00	*36 00
" 22..	Liverpool	Barque	Hannah	"	897	Dahl		17 00	17 00
									146 00

* One-third less.

DANIEL LANG, PILOT No. 2, FOR LISCOMB.

Aug. 26..	Manchester	S. S. Ship	Indianapolis	Barrow	1,592	G. Black	22 00	24 00	*30 66

One-third less S.S.S.

CHARLES RILEY, PILOT No. 3, FOR LISCOMB.

June 10..	Para	Barque	Desideria	Franckstand	704	S. Samuelson	13 00	15 00	28 00

LEWIS WILSON, PILOT No. 4, FOR LISCOMB.

May 26..	Liverpool	Barque	Normanvicke	Arundel	680	J. G. Tergisen	13 00	15 00	28 00

ARTHUR McKINLEY, PILOT No. 5, FOR LISCOMB.

Sept. 22..	Liverpool	Barque	Hanna	Christiania	897	J. Dahl	15 00		15 00
Oct. 15..	St. Mary's	"	Montreal	Windsor	699	Larkin	13 00	*15 00	23 66
									38 66

WILLIAM PRIDE,
Secretary to Commissioners.

APPENDIX No. 20.

REPORT OF PICTOU PILOTAGE AUTHORITY FOR YEAR ENDED DECEMBER 31, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Enclosed you will please find Pilotage Returns, for the port of Pictou, N.S., for the season ending 1899.

I am, sir, your obedient servant,

W. H. NOONAN,
Secretary.

TOTAL amount received for Pilotage Dues for Season ending 1899.

	$ cts.	$ cts.
Total amount received for pilotage dues for season ending 1899		2,128 90
Of this amount—		
Received from steamships	1,912 90	
" sailing ships	216 00	
		2,128 90
Of this amount—		
Received from British ships	482 09	
" Foreign ships	1,646 81	
		2,128 90

Certified Master,

A. B. BELANGER, ss. "Campana."

Earnings of Pilots for 1899.

No.	Name.	Age.	Amount.	Total.
			$ cts.	$ cts.
1	Jas. Fraser	68	28 00	
2	Wm. A. Cook	61	126 09	
3	Chas. A. Cooke	53	235 81	
4	Geo. W. Powell	48	127 68	
5	Danl. McLeod	58	64 00	
6	Danl. S. Smith	48	138 92	
7	Angus Smith	42	1,196 37	
8	McGregor Fraser	31	186 03	
				2,102 90

:CEIPTS and Expenditures of all monevs received by or on behalf of the Pilotage Authority in respect of Pilots or Pilotage

RECEIPTS.	$ cts.	$ cts.
:eived pilotage dues as per statement	2,128 90	
from 7 pilots renewing bonds	7 00	
Capt. Belanger, ss. "Campana," C license	40 00	
McGregor Fraser, license	20 00	
balance due secretary	760 81	
		2,956 71
EXPENDITURES.		
d pilots for pilotage	2,102 90	
secretary's salary	200 00	
balance due from 1898	653 81	
		2,956 71

JOHN A. FISHER,
JOHN R. DAVIS,
JOS. GRAHAM,
JAMES YORSTON,
H. McKENZIE,
Commissioners Port of Pictou.

APPENDIX No. 21.

REPORT OF PILOTAGE AUTHORITY, DISTRICT OF ST. JOHN,N FOR 1899.

OFFICE OF PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, N.B., January 5, 1900.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—Inclosed herewith please find our annual returns for pilotage for the district for the year ending December 31, 1899, which, I trust, you will find in order.

I remain,
Your obedient servant,
J. W. THOMAS,
Secretary St. John Pilot Commissioners.

STATEMENT of Receipts and Expenditures for the Year ended December, 1899.

INCOME ACCOUNT.	$ cts.	$ cts.
RECEIPTS.		
Licenses to 30 pilots at $5	150 00	
" 6 boats at $10	60 00	
25 cents per foot on outward pilotage from Port of St. John to date	1,965 85	
25 " " " Musquash "	5 25	
		2,181 10
EXPENDITURES.		
J. & A. McMillan, stationery, &c	18 20	
Auditing accounts for 1898	25 00	
Office rent, 1 year to November 1, 1899	100 00	
Salary, Secretary Treasurer, 1 year to date	800 00	
		943 20
Amount transferred to Pilot Fund Account		1,237 90
		2,181 10

J. W. THOMAS,
Secretary.

STATEMENT of Pilot Fund Account for Year ended December 31, 1899.

PILOT FUND ACCOUNT.	$ cts.	$ cts.
DR.		
To pensions paid 3 pilots	463 15	
" 7 widows and 2 children	504 00	
		967 15
Funeral expenses, Mrs. Geo. Thomas	20 00	
" Henry Thomas	20 00	
		40 00
To Balance		1,007 15
		10,179 57
		11,186 72
CR.		
By Balance, December 31, 1898		9,690 52
Interest on Dominion Savings Bank deposit, 12 months to July 1, 1899:—		
Per Pass Book No. 744	128 34	
" No. 10260	129 96	
		258 30
Amount transferred from Income Account		1,237 90
		11,186 72
By Balance to credit of Pilot Fund, December 31, 1899		10,179 57

J. W. THOMAS,
Secretary.

STATEMENT of Finances o the St. John Pilot Commissioners, as per audit, December 31, 1899.

INVESTMENT ACCOUNT.	$ cts.	$ cts.
On deposit in Dominion Savings Bank, per Pass Book No. 744	4,406 96	
" " " No. 10260	4,462 68	
		8,869 64
CURRENT ACCOUNT.		
In Bank of New Brunswick		1,309 93
		10,179 57

J. W. THOMAS,
Secretary.

PILOTS individual earnings for the year 1899.

—	$ cts.	$ cts.
Total amount of pilotage received	29,484 83	
LESS—25 cents per foot deducted from outward pilotage for office expenses, Pilotage Fund, &c	1,965 85	27,518 98
Contra.		
Bennett, James	1,378 47	
Cline, Richard	1,785 29	
Cline, Alfred	427 75	
Cline, Richard B	866 13	
Conlin, Patrick	335 00	
Daley, Charles	370 62	
Doyle, James	2,248 07	
Doherty, Joseph	2,357 11	
Doody, P. George	149 63	
Lahey, William	753 13	
Lahey, Frank L	958 00	
Mantle, James E	696 75	
Miller, James H	550 50	
Murray, Wm	6 00	
McPartland, James	490 50	
Quinn, William	1,062 33	
Reed, James	570 88	
Rogers, Bart	1,458 62	
Spears, John	1,045 23	
Spears, Henry	1,702 40	
Spears, Martin	865 35	
Spears, James S	503 63	
Sherrard, John L. C	830 85	
Sproul, John	184 50	
Stone, Thomas J	885 51	
Scott, William	724 75	
Scott, Richard	531 00	
Thomas, John S	1,390 25	
Thomas, Robert	363 63	
Traynor, Thomas	2,027 10	
		27,518 98

J. W. THOMAS,
Secretary.

RETURN of Vessels arriving at the Port of St. John, N.B., subject to pilotage for the year ending December 31, 1899.

—	British.	Foreign.	Total.
Schooners	125	231	356
Brigs and brigantines	6	1	7
Ships	5	4	9
Barques and barquentines	18	23	41
Steamers	158	7	165
	312	266	578
Amount of pilotage received	$ 21,038 80	$ 8,446 03	$ 29,484 83

J. W. THOMAS,
Secretary.

LICENSED Pilots, Port of St. John, N.B., for the year 1898–99.

Name.	Age.	Residence.	Remarks.
ett, James	42	St. John, N.B	
, Richard	74	"	
, Alfred	42	"	
, Richard B	29	"	
n, Patrick	49	"	
, Charles	63	"	
, James	62	"	
rty, Joseph	53	"	
y, P. George	59	"	
y, William	70	"	
y, Frank L	28	"	
le, James E	53	"	
r, James H	22	"	
ay, William	25	"	
rtland, James	65	"	
, William	52	"	
, James	53	"	
rs, Bart.	42	"	
s, John	50	"	
s, Henry	48	"	
s, Martin	42	"	
s, James S	54	"	
ard, John L. C	65	"	
l, John	63	"	
, Thomas J	46	"	
, William	43	"	
, Richard	48	"	
as, John S	51	"	
as, Robert	58	"	
or, Thomas	46	"	
ulty, John	61	Musquash, N.B	Licensed for Musquash only.

J. W. THOMAS,
Secretary.

APPENDIX No. 22.

REPORT OF PILOTAGE AUTHORITY OF SYDNEY, C.B., FOR THE YEAR ENDED DECEMBER 31, 1899.

NORTH SYDNEY, January 26, 1900.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa, Canada.

DEAR SIR,—I beg to wait on you with returns in connection with the pilotage authority district of Sydney, for the year ending December 31, 1899, showing:

Balance due per account	$ 7.18 80
Amount on deposit	1,000 00
	$ 1,718 80

Which I trust will be found correct.

Your obedient servant,
DANIEL McLEAN,
Secretary.

NORTH SYDNEY.

——	Number.	Tonnage.
British steamers	154	90,593
Foreign "	67	46,933
British sailing vessels	36	11,015
Foreign "	11	3,054
Relief	15	2,258
	283	153,853

PILOTAGE RECEIVED.

From British vessels	$ 2,555 52
From foreign "	1,944 50
From relief	55 50
	$ 4,550 52

INTERNATIONAL.

——	Number.	Tonnage.
British steamers	229	317,853
Foreign "	94	138,695
British sailing vessels	17	10,892
Foreign "	6	3,497
Relief	5	3,197
	351	474,134

PILOTAGE RECEIVED.

From British vessels	$ 11,254 00
From foreign "	5,211 00
From relief	38 00
	$ 16,503 00

RECAPITULATION.

Port.	Number of Vessels.	Tonnage.	Amouut.
			$ cts.
North Sydney	283	153,853	4,550 52
International	351	474,134	16,503 00
	634	627,987	21,053 52

MASTERS LICENSED.

No.	Name.	Vessels.	Class.	Amount.
				$ cts.
2	P. Lechance	Polino	Steamer	100 00
3	R. Fraser	Coban	"	100 00
4	D. C. Fraser	Bonavista	"	100 00
5	E. Couillard	Greetlands	"	100 00
9	J. Reed	Cape Breton	"	100 00
10	D. A. Scott	Harlow	"	100 00
11	W. H. Gould	Louisburg	"	100 00
12	J. Delisle	Tiber	"	100 00
				800 00

DR. SYDNEY Pilotage Authority. CR.

1898.		$ cts.	1899.	$ cts.
To paid total pilotage	$21,053 52		By Total pilotage, per return	21,053 52
LESS—Relief.....	88 50		License to pilots	110 00
	$20,965 02		Boats licensed	16 00
" Commission	1,048 19		Masters licensed	800 00
		19,916 83	Balance on hand	513 98
Collectors (per agreement)		631 25	Interest.....	35 00
Head collectors, office rent & fuel		50 00	Deposit receipt, Union Bank	1,000 00
Superintendent of pilots..... ..		200 00		
Expenses of five commissioners..		175 00		
Books, printing and stationery...		22 17		
Telegrams and postage...		14 30		
Bank charges, drafts, Sydney...		15 15		
Relief, per statement...		535 00		
Amount of deposit in bank.....		1,000 00		
Secretary and treasurer's salary..		250 00		
Balance carried down		718 80		
		23,528 50		23,528 50
			January 23, 1899.	
			By Balance brought down.....	718 80
			Amount on deposit, Union Bank ...	1,000 00
				1,718 80

STATEMENT showing each Pilot's Earnings for Year ending December 31, 1899.

No.	Names.	Amounts.
		$ cts.
1	William Ratchford	603 54
2	John Cann	603 54
3	John T. Mullins	603 54
4	Andrew Ratchford	603 54
5	John Fraser	603 54
6	James McGilvary	603 54
7	Angus McNeil	603 54
8	John Carroll	603 54
9	George Brown	603 54
10	L. Connell	603 54
11	James Carroll	603 54
12	D. D. Petrie	603 54
13	John McNeil	603 54
14	Peter Burke	603 54
15	James Shanahan	603 54
16	Will Brown	603 54
17	Thos. Ratchford	603 54
18	Geo. D. Townsend	603 54
19	John B. McGilvary	603 54
20	Lawrence Ling	603 54
21	James Fraser	603 54
22	Tom McNeil	603 54
23	John T. Laffin	603 54
24	Thomas Robberts	603 54
25	Bernard Carroll	603 54
26	Joseph Brown	603 54
27	Bernard Mullins	603 54
28	D. A. McInnis	603 54
29	E. D. Cann	603 54
30	Walter Handrigan	603 54
	APPRENTICES.	
1	William Langille	301 77
2	Vincent McGilvary	301 77
3	Michael Curran	301 77
4	Thos. Rudderham	301 77
5	Ernest Richardson	301 77
6	John Mahon	301 78
		19,916 83

ANTHONY GANNON,
Head Collector.

DR. SYDNEY Pilotage Authority. CR.

1898.		$ cts.	1899.	$ cts.
To paid total pilotage	$21,053 52		By Total pilotage, per return	21,053 52
LESS—Relief.....	88 50		License to pilots	110 00
	$20,965 02		Boats licensed	16 00
" Commission	1,048 19		Masters licensed	800 00
		19,916 83	Balance on hand	513 98
Collectors (per agreement)		631 25	Interest.....	35 00
Head collectors, office rent & fuel		50 00	Deposit receipt, Union Bank	1,000 00
Superintendent of pilots..... ..		200 00		
Expenses of five commissioners..		175 00		
Books, printing and stationery...		22 17		
Telegrams and postage...		14 30		
Bank charges, drafts, Sydney ...		15 15		
Relief, per statement		535 00		
Amount of deposit in bank.....		1,000 00		
Secretary and treasurer's salary..		250 00		
Balance carried down		718 80		
		23,528 50		23,528 50
			January 23, 1899.	
			By Balance brought down.....	718 80
			Amount on deposit, Union Bank ...	1,000 00
				1,718 80

APPENDIX No. 23.

REPORT OF PILOTAGE AUTHORITY FOR CARAQUET FOR YEAR ENDED DECEMBER 31, 1899.

CARAQUET, December 26, 1899.

To the Honourable the Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to inclose statement of pilotage paid to pilots in the pilotage district of Caraquet, during the year 1899, also statement of account of receipts and expenses of myself, the secretary to the pilotage commissioners.

I have the honour to be, sir,

Your obedient servant,

PHILIP RIVE,
Secretary to Pilot Commissioners.

STATEMENT of Relief.

Date.	Name.	Amount.
1899.		$ cts.
Jan. 7	Pilot John Curren	25 00
" 8	Widow Madère	20 00
Mar. 10	Margaret Petrie	15 00
May 3	Pilot D. McGilvray	100 00
" 12	Widow Madère	20 00
" 15	Family Doyle	15 00
" 15	Widow Mullins	30 00
" 15	" Young	30 00
" 15	" J. Carroll	15 00
June 5	Family Doyle	15 00
" 6	Margaret Petrie	20 00
" 12	Widow Brown	15 00
" 14	Isabell McGilvray	15 00
" 15	Widow J. McGilvray	15 00
Aug. 15	" Carroll	30 00
" 15	" McInnis	30 00
" 29	May Petrie	15 00
Oct. 12	Isabell McGilvray	15 00
Dec. 21	May Petrie	15 00
" 21	Widow Daley	30 00
" 21	Pilot J. Curren	20 00
" 21	Widow Gillvray	15 00
" 21	" Brown	15 00
		535 00

APPENDIX No. 23.

REPORT OF PILOTAGE AUTHORITY FOR CARAQUET FOR YEAR ENDED DECEMBER 31, 1899.

CARAQUET, December 26, 1899.

To the Honourable the Minister of Marine and Fisheries,
Ottawa.

SIR,—I beg to inclose statement of pilotage paid to pilots in the pilotage district of Caraquet, during the year 1899, also statement of account of receipts and expenses of myself, the secretary to the pilotage commissioners.

I have the honour to be, sir,

Your obedient servant,

PHILIP RIVE,

Secretary to Pilot Commissioners.

PHILIP RIVE, Secretary of Pilot Commissioners in account with the Pilotage Authority of Caraquet, 1899.

Dr.		Cr.	
To received boat license, Xavier Poulain, pilot	$ 1 00	By paid for postage and stationery	$ 1 00
" " Alex. Wilson, pilot	1 00	Salary	6 00
" " Chas. Vibert, pilot	1 00		
" " Larose Gauvin, pilot	1 00		
" " Peter LeBoutillier	1 00		
" " Auguste Poulain	1 00		
" " Jos. X. Chiasson	1 00		
	7 00		7 00

CARAQUET, December 26, 1899.

PHILIP RIVE,
Secretary to Pilot Commissioners.

STATEMENT of Pilotage paid to Pilots in the Pilotage District of Caraquet during the Year 1899.

Name of Vessel.	Nationality.	Rig.	Tonnage.	Date of Arrival.	Name of Pilot Inwards.	Date of Sailing.	Name of Pilot Outwards.	Pilotage Inwards and Outwards.
								$ cts.
Alliance	British	Schooner	99	May 19	Chas. Vibert	May 23	Chas. Vibert	23 10
Helen E. Henry	"	"	294	July 17	"	July 28	"	20 80
Alliance	"	"	99	Aug. 6	"	Aug. 9	"	22 10
George and Mary	"	"	83	" 19	Jos. X. Chiasson	Oct. 1	Jos. X. Chiasson	20 00
Resolute	"	"	76	" 23	Chas. Vibert	Sept. 16	Chas. Vibert	18 00
Alliance	"	"	99	Oct. 7	"	Nov. 18	"	22 90
Hibernica	"	Brigantine	166	" 9	Alex. DeGrace	" 25	Alex. DeGrace	26 20
Mary Glaasen	"	Barque	182	" 22	Chas. Vibert	" 14	Chas. Vibert	23 40
								176 50

CARAQUET, December 26, 1899.

PHILIP RIVE,
Secretary to Pilot Commissioners.

APPENDIX No. 24.

REPORT OF THE PILOTAGE AUTHORITY OF BATHURST, N.B., FOR THE YEAR ENDING DECEMBER 31, 1899.

STATEMENT showing the number of vessels, collections and disbursements, Pilotage District of Bathurst, N.B., season 1899.

Pilots.	British Vessels.				Foreign Vessels.				Total.	Disbursements.		*Pilotage Rates.			
	Inwards.		Outwards.		Inwards.		Outwards.					Outside Bar.		Outside Bar.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		To whom.	Amount.	In.	Out.	In.	Out.
		$ cts.		$ cts.		$ cts.		$ cts.	$ cts.		$ cts.	$ c.	$ c.	$ c.	$ c.
Wm. Daly, Nazaire Ache, Frederick Reynolds	3	53 80	3	86 20	8	150 80	8	120 80	411 60	Pilots, Commissioners and Secretary.	391 02 20 58	1 20	0 80	1 40	1 00
											411 60				

* Shipping from ballast ground to loading berth $4; steamers one cent per ton extra.

J. H. STEWART,
Secretary.

Pilots—
WILLIAM H. DALY,
NAZAIRE ACHE,
FREDERICK REYNOLDS.

Commissioners—
JOHN E. O'BRIEN,
PATRICK J. BURNS,
THOMAS LEAHY,
SAMUEL MELANCON.

APPENDIX No. 27.

REPORT OF PILOTAGE AUTHORITY FOR KINGSTON, KENT CO., N.B., FOR YEAR ENDING DECEMBER 31, 1899.

KINGSTON, KENT CO., N.B., December 7, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa,

DEAR SIR,—The pilot commissioners of this port held their annual meeting at the office of Mr. J. W. Brait, Kingston, Kent Co., N.B., all being present except Messrs. Walker and Hudson.

Commissioners moved and decided that the following pilots, being duly qualified and agreeing to comply with rules and regulations, to be granted licenses, viz.: William Irving, James Long, Albert Long, William Long, Henry D. Irving and John Curwen for season 1899.

Thirteen square rigged vessels, 6,556 tons register, and one steamer 1,796 tons have loaded and sailed from this port without any report of damage this season.

Position of bar from lighthouse on south beach N.E. by N. 400 fathoms to buoy, then N.N.E. 150 fathoms and E. by N. 100 fathoms across bar. Depth on bar, 11 feet water L. W. O. springs.

Yours obediently,

JAMES GORDON,
Secretary Pilot Commissioners.

APPENDIX No. 28.

REPORT OF THE PILOTAGE AUTHORITY OF PUGWASH FOR THE YEAR ENDED DECEMBER 31, 1899.

OFFICE OF PUGWASH PILOT COMMISSION,
PUGWASH, July 24, 1900.

To Deputy Minister of Marine and Fisheries,
Ottawa.

I hereby submit the following report for the year ending 1899 :—

There were 19 vessels, paying $620.00.

Four British steamships	$160 00
One Danish steamship	40 00
Fourteen Norwegian barques	420 00
Total	$620 00

Pilots.	Age.
J. O. Reid	45
Neill McIver	40
Clarence Reid	40
George Cooper	48
George Huther	54
Andrew Seaman	54
Alfred E. Seaman	22

No other money has been received or expended by the Pilot Commission.

I am, sir, yours respectfully,

HENRY SMITH,
Secretary Pilot Commission.

APPENDIX No. 31.

REPORT OF THE PORT WARDEN OF MONTREAL FOR THE YEAR ENDED DECEMBER 31, 1899.

MONTREAL, January 6, 1900.

Honourable Sir L. H. DAVIES, K.C.M.G.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the council of this board and in compliance with section 31 of the Act governing the Port Warden office, 45 Vic., chap. 45, to transmit herewith documents as follows:—

1. Port Warden's report for year 1899.
2. Audited statement of receipts and expenditures of the Port Warden office for the year ending December 31, 1899.
3. Statement of investments of Port Warden Surplus Funds.

I have the honour to be, sir,
Your obedient servant,
GEORGE HADRILL,
Secretary.

MONTREAL, Dec. 11, 1899.

To the President and Council,
of the Montreal Board of Trade.

GENTLEMEN,—I have the honour to submit the annual report of the business of this office, with statements of exports, receipts and expenditures for the year 1899.

Navigation opened by the arrival from sea of the ss. *Dominion* at 3 p.m., April 27, and closed with the departure for sea of the ss. *Mayflower* at 7.30 a.m. on Nov. 29, one day later than the last departure last year. We have had a remarkably mild and open fall, there being no ice, and little evidence of the approach of winter when the ss. *Mayflower* sailed. The harbour plant and dredges worked until Dec. 6.

The first sailing vessel to arrive was the schooner *Potanoc* on June 3, with a cargo of molasses from Barbadoes.

The first vessel to enter the Gulf of St. Lawrence this season by the way of the Straits of Belle Isle was the ss. *Springwell* for Quebec, which was reported to have passed through the straits on June 22. Later, a number of steamers attempted to come by that route and were compelled, owing to the amount of field ice encountered, to bear up for Cape Race and pass south of Newfoundland.

Four hundred and thirty-four over sea or foreign going vessels of all kinds were entered at this office, with a tonnage of 1,092,955 tons, being a decrease of 82 vessels and 119,792 tons less than last year. This decrease was in a great measure caused by underwriters discriminating against the St. Lawrence route, the tramp class of vessel which usually come at the opening of navigation for full cargoes of grain and lumber being prevented from coming to the St. Lawrence owing to the high rate of insurance charged on the hulls of the vessels, and in the latter part of the season by a number of the regular line steamers being withdrawn, having been taken up by the Imperial Government as transports for South Africa.

The business of the port, which in 1898 was abnormally increased by ton na diverted from United States ports by the Spanish-American war, has been decreased this season by the withdrawal of ships for transport purposes before alluded to.

The business to the lower ports this season consisted of: Entered, 344 vessels of all classes, with a tonnage of 402,325 tons, against 330 vessels of all classes last year, with a tonnage of 348,500 tons, being an increase of 14 vessels and 53,825 tons over the business of last year.

Clearances of vessels loaded for the lower ports this season were as follows: 105 vessels of all classes with a tonnage of 91,045 tons, against 115 vessels last season with a tonnage of 88,600 tons, a decrease of 10 vessels but an increase of 2,445 tons. The difference in the lower port trade between the number of vessels entered and cleared at this office is accounted for by 239 vessels going hence light, being solely in the coal carrying trade.

The South American lumber trade from this port has been very poor this season, owing, possibly, to the scarcity of sail tonnage. There have been only two vessels loaded for the River Platte from Montreal this year.

The water in the ship channel the past season has been somewhat lower than last year, more especially since the end of August. Notwithstanding the low water in the ship channel, the river between Montreal and Quebec has been comparatively free from accident, the stranding of the ss. *Galia* on Stone Island, near the head of Lake St. Peter, on May 14, and the mishap to the ss. *Parisian* when leaving this port on Aug. 31 not being attributable to lack of water in the ship channel.

The shipments of various kinds for the past season manifested and reported at this office as per attached statement.

All of which is respectfully submitted.

I am, gentlemen, your obedient servant,

ARCHIBALD REID,

Port Warden.

Comparative Statement of Shipments for the Years 1898 and 1899 as per Manifests reported at Port Warden's Office.

Description.		1898.	1899.	1899. Increase.	1899. Decrease.
Wheat	Bush.	9,151,996	10,103,232	951,236	
Peas	"	1,721,914	1,341,336	.....	380,578
Barley and rye	"	1,368,633	1,469,954	101,321	
Oats	"	6,858,031	3,971,337	.....	2,886,694
Corn	"	19,612,637	13,214,668	.....	6,397,969
Flax seed	"	776,887	868,450	91,563	
Total grain		39,490,098	30,968,977	1,144,120	9,665,241
					1,144,120
Total decrease of grain					8,521,121
Flour, meal, &c	Brls.	1,006,381	1,299,202	292,821	
Ashes	"	1,014	1,449	435	
Apples	"	395,255	287,502	.....	107,753
Cheese	Boxes	1,878,793	1,858,573	.....	20,220
Butter	Pckgs	273,923	460,598	186,675	
Eggs	"	201,644	192,251	.....	9,393
Box meat	"	160,884	123,708	.....	37,176
Lard	"	101,221	175,083	73,862	
Dead meat	Qtrs.	17,279	62,893	45,614	
Pulp	Tons	15,920	594	.....	15,326
Sundries	"	43,503	45,031	1,528	
Hay	"	7,124	8,890	1,766	
Oil cake	"	7,242	7,558	316	
Phosphates	"	627	190	.....	437
Minerals	"	4,127	3,967	.....	160
Lumber	Ft. B. M.	330,840,915	284,643,393	.....	46,197,522
Cattle	Head	98,184	81,806	.....	16,378
Horses	"	5,918	4,734	.....	1,184
Sheep	"	34,844	57,875	23,031	
Paper	Tons	19	6,065	6,046	
Dried grains	"	1,849	3,149	1,300	

Revenue, 1898	$12,417.93
" 1899	11,339.96
Decrease	$ 1,077 97

STATEMENT of Oversea or Foreign going Vessels

Description.	1898.		1899.	
	No.	Tons.	No.	Tons.
Steamers	497	1,198,078	422	1,088,347
Ships	3	4,215	.....	.....
Barques	12	9,246	5	2,645
Brigs and schooners	4	1,208	7	1,963
Totals	516	1,212,747	434	1,092,955

Decrease of 82 vessels and 119,792 tons.

STATEMENT of Lower Port Arrivals.

Steamers	316	347,151	332	401,219
Brigs and schooners	14	1,349	12	1,106
Totals	330	348,500	344	402,325

Increase of 14 vessels and 53,825 tons.

CLEARANCES for the Lower Ports.

Steamers	105	87,769	95	90,211
Brigs and schooners	10	831	10	834
Totals	115	88,600	105	91,045

Decrease, 10 vessels; increase, 2,445 tons.

PORT WARDEN'S OFFICE.

DR. STATEMENT of Receipts and Expenditure for the year ending December 31, 1899. CR.

1898.		$ cts.	$ cts.
Dec. 31..	To balance, cash in bank	9,314 76	
	Cash in Port Warden's hands	147 84	
			9,462 60
	Outstanding accounts, 1898		70 94
1899.			
Dec. 30..	Revenue derived as under:		
	10,103,232 bushels wheat		
	1,341,336 " peas		
	1,469,954 " barley and rye		
	3,971,337 " oats		
	13,214,668 " corn		
	868,450 " flax seed		
	50,512 sacks dried grain 6,065 tons		
	7,558 tons oil cake		
	3,967 " minerals		
	190 " phosphates		
	1,449 barrels ashes		
	1,299,202 " flour, meal, &c	974 10	
	287,502 " apples	718 81	
	86,540 head oxen and horses	865 40	
	57,875 " sheep	144 73	
	207,811 tons sundries	4,156 22	
	8,890 " hay	177 80	
	284,643,393 feet sawn lumber	1,422 90	
	Port Warden's fees (inwards)	211 00	
	" " (outwards)	2,449 00	
	Special surveys	86 50	
	Damaged cargo certificates	133 50	
			11,339 96
	Interest on bank account	147 06	
	Treasurer Board of Trade, interest on investments	2,947 17	3,094 23
			23,967 73
1900. Jan. 1..	To balance	7,646 45	

1899.		$ cts.	$ cts.
Dec. 31..	By Paid salaries, etc.:—		
	Arch. Reid, Port Warden	2,500 00	
	A. T. Crighton, Deputy Port Warden	1,800 00	
	Jas. N. Bales, Deputy Port Warden	1,000 00	
	W. J. Anderson, bookkeeper	1,500 00	
	J. F. Scanlan, clerk	560 00	
	S. Hayes, junior clerk	320 00	
	J. A. Vibert	800 00	
	Superannuation allowance: -		
	Arch. Reid, Port Warden	300 00	
	A. T. Crighton, Deputy Port Warden	200 00	
	Jas. N. Bales "	200 00	
	W. J. Anderson "	100 00	
	J. A. Vibert	179 94	
	Board of Trade, secretarial expenses	1,000 00	
	Rent, fuel and taxes	312 58	
	Telephone, light, cleaning office, &c	233 36	
	Lloyds' register and shipping books	41 17	
	Books, printing and stationery	101 90	
	Cab and car fares	36 10	
	Miscellaneous expenses	21 91	
	Alf. W. Hadrill, auditor	60 00	
			11,266 96
	Treasurer Board of Trade, for investment		5,000 00
	Outstanding accounts, 1898, written off		51 10
	" " 1899		3 22
	Balance cash in bank	7,459 82	
	" in Port Warden's hands	186 63	7,646 45
			23,967 73

Audited and found correct.

ALF. W. HADRILL, *Auditor.*

MONTREAL, January 4, 1900.

E. & O. E.

ARCHIBALD REID,
Port Warden.

STATEMENT of the Investment of the Surplus Funds of the Port Warden's Office at Montreal, and of interest accruing therefrom during the year ended December 30, 1899.

Date.	——	Amount.	Per cent for 12 mos.	Interest.
		$		$ cts.
Feb. 16, '80	Expended $2,380.34 in purchase of Dominion Government Stock	2,300	3½	80 50
Aug. 16, '80	Expended $7,254.11 in purchase of city of Montreal Registered Stock	7,000	5	350 00
April 18, '84	Expended $5,031.34 in purchase of city of Montreal four per cent Registered Stock (Nos. 1720, 1721, 1722, 1723, 1724=5 at $1,000)	5,000	4	200 00
Mar. 14, '87	Expended $10,320.75 in purchase of city of Montreal Consolidated Fund Stock	10,000	4	400 00
	Loans to Montreal Board of Trade Building Fund to December 30, 1899	45,000	4	1,800 00
June 2, '99	Additional loan to Montreal Board of Trade Building Fund	5,000	4 for 7 m.	116 67
				2,947 17

FRED W. EVANS,
Treasurer.

GEO. HADRILL,
Secretary.

MONTREAL, January 5, 1900.

APPENDIX No. 32.

REPORT OF PORT WARDEN AT QUEBEC FOR THE YEAR ENDED DECEMBER 31, 1899.

PORT WARDEN'S OFFICE,
QUEBEC, December, 1899.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—As requested by the 30th section of the Port Warden Rules, I beg respectfully to submit the following annual statement of the business transacted in this office during the year ending December 31, 1899, as follows.

One hundred and two steamers were surveyed for clearance outward after taking part cargo on board at this port, having previously shipped part cargo of grain and other goods at Montreal.

Eleven steamers and eleven sailing vessels were surveyed, their hatches opened and cargo examined on their arrival from sea.

Four steamers were surveyed on account of grounding and stranding in the River St. Lawrence below and above Quebec.

Two steamers were surveyed on account of ice damage.

Two steamers were surveyed on account of damage to propeller.

Three steamers were surveyed on account of collision damage.

Four steamers were surveyed on account of excessive deckload and a portion removed.

Eleven surveys were held on damaged goods in store and on wharfs.

The receipts and disbursements of this office were as follows :—

Recipts from all sources	$ 1,103 50
Expenses	423 50
Balance net receipts	$ 680 00

Besides the above there were several vessels damaged by stranding and otherwise that did not come under the Port Warden rules.

Seven steamers took live stock at Quebec during the season, amounting in all to 3,267 cattle and 734 sheep, on which was collected $52.69, which was deposited in the bank of Montreal to the credit of the Receiver General.

With much respect,

I am your obedient servant,

W. SIMONS,
Port Warden.

QUEBEC, December, 1899.

RETURN of cattle and sheep shipped at the port of Quebec during the season of 1899, with the names of steamers and amount of fees collected.

Date.	Name of Vessel.	Number of Sheep.	Number of Cattle.	Amount of Sheep.	Amount of Cattle.
1899.				$ cts.	$ cts.
Sept. 1..	Maplemore, ss	.....	342	.....	5 13
" 3..	Ottoman "	.....	586	.....	8 79
" 7..	Roman "	734	263	3 67	3 95
" 9..	Sedgemore "	.....	671	.....	10 07
" 22..	Pinemore "	.....	342	.....	5 13
Oct. 22..	Sedgemore "	.....	467	.....	7 01
" 29..	Pinemore "	.....	596	.....	8 94
		734	3,267	3 67	49 02

RECAPITULATION.

Seven steamers took 3,267 cattle from this port.....$ 49 02
One " " 734 sheep " " 3 67

Total amount of fees received for inspection of fittings.....$ 52 69

W. SIMONS,
Port Warden and Inspector of Cattle and Fittings.

APPENDIX No 33.

REPORT OF THE PORT WARDEN OF HALIFAX FOR THE YEAR ENDING DECEMBER 31, 1899.

PORT WARDEN'S OFFICE,
HALIFAX, N.S., December 31, 1899.

F. GOURDEAU, Esq.
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my report for the year ending December 31, 1899, accompanied by a statement of the receipts and expenditure during that period.

Surveys were held by me on twenty-nine steamers and one sailing vessel which arrived at this port in a damaged condition during the year. The necessary repairs were made to the vessels, and those of them bound to other ports with their cargoes proceeded to their destinations where those of them now due have arrived safely.

I have the honour to be, sir,

Your most obedient servant,

DAVID HUNTER,
Port Warden.

STATEMENT of Receipts and Expenditure of the Port Warden, Halifax, N.S., from January 1 to December 31, 1899.

DR.	$ cts.	CR.	
To amount of fees received.....	2,304 80	By Paid assistants, office expenses, &c.	1,395 37
		Amount reverting to Port Warden.	909 43
	2,304 80		2,304 80

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden at Halifax, N.S., during the year 1899.

DAVID HUNTER,
Port Warden.

APPENDIX No. 34.

REPORT OF THE PORT WARDEN FOR THE PORT OF NORTH SYDNEY FOR YEAR ENDED DECEMBER 31, 1899.

PORT WARDEN'S OFFICE,
January 3, 1900.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report as follows: during the past season I have held the following surveys:—

On 3 steamships.

On 4 sailing vessels.

These were all on vessels which arrived here in a damaged condition and had considerable repairs done at this port.

My total fees received were	$91 00
Office rent and expenses	10 00
Net fees received	$81 00

As directed by you, I called on the executors of Captain Mackay, the late Port Warden, who informed me there were no books to hand over, as all his memorandum was kept in private books. They also informed me he had done no port warden work during the past year.

I have the honour to be, sir,
Your obedient servant,
ANDREW NISBET,
Port Warden.

APPENDIX No. 35.

REPORT OF PORT WARDEN FOR PORT OF PICTOU FOR YEAR ENDED DECEMBER 31, 1899.

PICTOU, N.S.
January 3, 1900.

On survey on Russian *Bark Lima*		$ 8 00
Two surveys on barge *Grandee* of St. John, Newfoundland.		26 00
		$34 00
Expenses—		
Thos. Robly Dub	$10 00	
Sundry	5 00	
		15 00
Balance		$19 00

W. C. MUNRO,
Port Warden.

APPENDIX No. 36.

REPORT OF THE PORT WARDEN FOR RIMOUSKI THE YEAR ENDED DECEMBER 31, 1899.

RIMOUSKI, December 5, 1899.

Honourable Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit my report as Port Warden at Rimouski. I neither visited nor collected money from a single vessel during last season.

I have the honour to be, sir,
Your obedient servant,

CAPT. ELZ. HEPPELL,
Port Warden.

APPENDIX No. 39.

REPORT OF THE PORT WARDEN FOR THE PORT OF YARMOUTH, N.S., FOR THE YEAR ENDED DECEMBER 31, 1899.

YARMOUTH, N.S., January 2, 1900.

F. GOURDEAU, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I now make my report as Port Warden for Yarmouth, N.S., for year ended December 31, 1899.

I have been called on three times to hold surveys on vessels arriving in damaged conditions, three times for seaworthiness, nine times for survey of hatches of vessels arriving with cargo and once for survey of cargo of ss. *Castillian*

Total net amount of fees collected was $2.00.

I remain your obedient servant,

EBEN SCOTT,
Port Warden.

APPENDIX No. 38.

REPORT OF THE PORT WARDEN FOR PRINCE EDWARD ISLAND FOR YEAR ENDED DECEMBER 31, 1899.

PORT WARDEN'S OFFICE,
PRINCE EDWARD ISLAND, December 31, 1899.

To SIR L. H. DAVIES,
Minister of Marine and Fisheries.
Ottawa.

SIR,—I have the honour to submit my annual report of the business of my office during the past year.

Navigation remained open later than usual, which enabled vessels to get to sea in safety.

I am glad to report no loss of any grain-laden vessels from the Island this season.

I have the honour to be, sir,
Your obedient servant,
H. P. WELSH.

RECEIPTS and Expenditure of the Port Warden's Office, Prince Edward Island for the Year ending December, 1899.

Date.	Receipts.	Amount.	Date.	Expenditure.	Amount.
1899.		$ cts.	1899.		$ cts.
	To fees derived from grain-laden vessels	73 00		By Expense of office	6 75
	Survey on damaged goods	14 00		Commissions to deputies	33 66
	Survey of wrecks	18 00		Balance	86 92
	Other surveys	22 33			
		127 33			127 33

I hereby certify the above to be a correct statement.

H. P. WELSH.

CHARLOTTETOWN, P.E.I., December 31, 1899.

APPENDIX No. 41.

REPORT OF THE PORT WARDEN FOR ST. ANDREWS, N.B., FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1899.

April	1—	Survey on	hatches,	schooner *Adelade*.....	$ 1 50
"	3—	"	"	" *Nellie J. Crooker*.....	2 50
"	12—	"	"	" *Annie M. Allen*.....	2 50
"	14—	"	ground ties	" *Annie M. Allen*.....	2 00
June	11—	"	hatches	" *Clement*.....	2 50
August	2—	"	Pilot Boat No. 1.....		1 00
					$12 00

I hereby certify that this is a true and correct statement of all dues collected by me as Port Warden for the year 1899.

JOHN WREN,
Port Warden.

ST. ANDREWS, N.B., January 4, 1900.

APPENDIX No. 42.

REPORT OF THE PORT WARDEN FOR THE PORT OF CHATHAM, N.B., FOR YEAR ENDED DECEMBER 31, 1899.

CHATHAM, N.B., December 18, 1899.

Department of Marine and Fisheries,
Ottawa.

DEAR SIRS,—Inclosed please find copy of the only survey held at this port for the season of 1899; amount of fee, $10. The Miramichi River is closed with ice five miles below Chatham, and no vessels expected to arrive.

I remain your obedient servant,

W. MUIRHEAD,
Port Warden.

(Copy.)

I, William Muirhead, Port Warden of the Port of Chatham, N.B., Dominion of Canada, certify that I have examined alterations and repairs made on the hull of barque *Ruth* recently converted into a coal barge, and find that she has been thoroughly caulked and repaired in a workmanlike manner. I also find her tight, sound and seaworthy and fitted to carry a full cargo of lumber to Sydney, Halifax, or elsewhere that she may be towed.

WILLIAM MUIRHEAD,
Port Warden.

DOMINION OF CANADA,
PROVINCE OF NEW BRUNSWICK,
PORT OF CHATHAM,
July 22, 1899.

Fee, $10.

APPENDIX No. 43.

REPORT OF THE PORT WARDEN OF VANCOUVER FOR YEAR ENDED DECEMBER 31, 1899.

VANCOUVER, B.C., January 4, 1900.

HON. SIR L. H. DAVIES,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of submitting to you my annual report as Port Warden of the port of Vancouver, B.C., for the year ending December 31, 1899.

Amount received for the surveys of hatches of vessels.....	$272 00
Surveys of cargoes.....	40 00
	$312 00

I have the honour to be
Your obedient servant,

MALCOLM McLEOD,
Port Warden.

APPENDIX No. 44.

REPORT OF PORT WARDEN OF VICTORIA AND ESQUIMALT, FOR THE YEAR ENDED DECEMBER 31, 1899.

VICTORIA, B.C., January 3, 1900.

The Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour of submitting my annual report as Port Warden for the ports of Victoria and Esquimalt for the year ending December 31, 1899.

Amount of fees received for surveys on the hatches of 28 vessels...	$140 00
Amount received for surveys on cargoes, hulls, &c.....	334 50
Total fees received.....	$474 50

I have the honour to be, sir,

Your obedient servant,

CHAS. E. CLARKE,
Port Warden.

APPENDIX No. 45.

PORT WARDEN'S REPORT, WHITNEY PIER, SYDNEY, C.B., FOR THE YEAR ENDED DECEMBER 31, 1899.

Minister Marine and Fisheries,
Ottawa.

SIR,—I have the honour to report to you the proceedings of this office for the year 1899. Surveys held on 41 steamships. Fees collected as follows:

Surveys on hull seaworthiness	$328 00
Office rent and expenses	56 00
	$272 00

The offices discharged were of the usual description.

I have the honour to be, sir,

Your obedient servant,

JAMES CARLIN,

Port Warden.

APPENDIX No. 46.

HARBOUR MASTERS.

TABLE showing the names of Ports proclaimed under certain Dominion Acts, the provisions of which are found in Chapter 86, Revised Statutes of Canada, for the appointment of harbour masters; the dates of proclamation; the names of the harbour masters appointed; the dates of the appointment of harbour masters; the amount which each of their salaries is not to exceed; the amount of fees collected by each of them during the calendar year ended December 31, 1899, and the overplus, if any, paid into the credit of the Receiver General.

PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1899.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
Collingwood	Mar. 3, '77	Andrew Lockerbie	Mar. 3, '77	200 00	96 00	.....
Depôt Harbour	June —, '98	J. F. Pratt	June 15, '98	200 00	80 00	.....
Fort William	July 7, '91	Thos. E. Oakley	May 21, '97	400 00	494 50	94 50
French River	June 20, '93	E. Borron, jun	June 20, '93	200 00	68 00	...
Goderich	April 28, '76	William Marlton	May 8, '94	300 00	125 00	.....
Midland	July 22, '82	John White	July 13, '97	200 00	221 50	21 50
Parry Sound	Mar. 24, '83	Frank Strain	April 26, '98	200 00	40 00	...
Penetanguishene	Feb. 2, '77	Francis Densome	June 3, '81	200 00	18 00	...
Port Arthur	May 12, '84	B. Guerard	May 21, '97	200 00	114 00	...
Port Stanley	Jan. —, '98	Frank E. Shepherd	Jan. 15, '98	200 00	51 50	.....
Rondeau	" 4, '78	W. R. Fellowes	Dec. 17, '88	100 00	26 50	.....
Southampton	Sept. 23, '75	W. H. Johnston	Oct. —, '82	100 00	56 50	.....
Sarnia	July 25, '85	Robert McAdam	May 3, '86	300 00	.....	.....

PROVINCE OF QUEBEC.

Amherst	Sept. 14, '78	John Cassidy	Sept. 2, '78	200 00	12 50	.....
Bersimis	July 31, '91	Earl D. Chase	July 31, '91	200 00	.....	.....
Carleton	Dec. 8, '81	Joseph E. Cullen	Mar. 30, '96	200 00	.....	.....
Chicoutimi	June 17, '85	Ainsworth Sturton	June 8, '86	200 00	.....	.....
Grand Entry	Feb. 19, '92	Hugh Clarke	Dec. 8, '98	200 00	.....	...
Gaspé	Sept. 25, '74	Francis G. Eden	April 3, '89	500 00	.....	.....
House Harbour	Aug. 9, '87	C. Lafrance	Dec. 10, '96	200 00	8 00	.....
Lachine	April 19, '80	.....	.....	.....	.....	.....
Matane	Oct. 19, '77	L. J. Levasseur	Dec. 12, '96	200 00	61 50	.....
Métis	Feb. 7, '78	J. H. Ferguson	Mar. 10, '96	200 00	57 50	.....
New Carlisle	" 25, '89	John C. Hall	Jan. 17, '95	200 00	6 00	.....
New Richmond	April 15, '82	Henry Leblanc	April 3, '82	200 00	39 50	.....
Oak Bay	Mar. 27, '80	Jas. D. Sowerby	Mar. 22, '80	200 00	22 00	.....
Paspebiac	May 12, '77	Hugh Christie	May 22, '77	150 00	22 50	.....
Port Daniel	Mar. 25, '89	J. Enright	Sept. 11, '90	200 00	5 00	...
Rimouski	" 5, '77	A. P. St. Laurent	May 13, '96	200 00	17 50	.....
Rivière Ouelle	July 22, '82	.....	.....	100 00	.....	....
St. Thomas	Jan. 2, '86	L. Dionne	Oct. 22, '96	200 00	71 00	...
St. Johns	Within the Harbour of Montreal.	G. H. Farrar	Mar. 20, '97	500 00	637 00	137 00
Sorel	Within the Harbour of Montreal.	Pierre Guevremont	May 20, '90	300 00	280 50	.....
Trois Pistoles	Mar. —, '98	Edouard T. Pettigrew	April 11, '99	100 00	36 00	.....

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1899.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
Alma	May 2, '98	Gideon W. Parsons	May 2, '98	100 00	30 50	.....
Bathurst	" 30, '73	M. T. Daley	April 21, '96	200 00	48 00	.....
Black's Harbour and Beaver Harbour	Sept. 22, '83	E. W. Cross	Sept. 17, '83	100 00	9 50	.....
Buctouche	May 30, '73	H. Hutchinson	April 17, '97	100 00	6 50	.....
Campbellton	" 30, '73	A. J. Venner	" 12, '93	200 00	109 50	.....
Campobello	" 30, '73	W. E. Sulis	Dec. 16, '92	100 00	1 00	.....
Cape Tormentine	" '95	John Tucker	May 7, '95	200 00	31 00	.....
Caraquet	" 30, '73	Louis Poirier	April 17, '83	150 00	6 50	.....
Chatham	" 30, '73	R. J. Walls	" 13, '98	300 00	318 50	18 50
Cocagne	" 30, '73	H. Bourgeois	Mar. 12, '97	100 00	.....	.....
Dalhousie	" 30, '73	W. S. Smith	" 19, '88	200 00	209 00	8 92
Dorchester	" 30, '73	F. C. Palmer	April 15, '93	200 00	19 50	.....
Fredericton	" 30, '73	.....	.....	.....	.....	.....
Grand Manan, North	Sept. 18, '76	James Pettis	May 21, '88	100 00	.....	.....
Grand Manan, South	Aug. 22, '89	Abel Wilcox	Aug. 22, '89	100 00	3 00	.....
Gull Rock Channel	Jan. 14, '98	Wm. L. Kent	Jan. 14, '98	100 00	Nil.	.....
Great Shemogue	May 17, '75	Vacant	.....	100 00	.....	.....
Harvey	" 30, '73	Jas. E. Bishop	June 22, '97	100 00	53 50	.....
Heron Channel	July —, '97	Duncan Robertson	July 15, '97	200 00	44 00	.....
Hillsborough	May 30, '73	John O'Shaughnessy	April 13, '98	100 00	182 50	82 14
Hopewell Cape	Aug. 25, '91	John H. Christopher	June 26, '99	200 00	25 50	.....
Ledge of St. Stephens	May 30, '73	W. McBean	" 12, '94	100 00	.....	.....
Letete, &c	Sept. 22, '83	Jacob Cook	Nov. 26, '97	100 00	1 00	.....
Little Shippegan and Miscou Gully	May 1, '86	Donald Harper	April 19, '86	100 00	.....	.....
Little Shemogue	Sept. 5, '88	Vacant	.....	100 00	.....	.....
Moncton	May 30, '73	E. P. Cook	April 11, '95	200 00	9 50	.....
Musquash	Mar. 26, '74	J. McNulty	Sept. 28, '96	100 00	.....	.....
Newcastle	May 30, '73	John Niven	July 7, '73	300 00	162 50	.....
North Joggins	" 30, '73	.....	.....	.....	.....	.....
Port Elgin and Baie Verte	Feb. 6, '73	R. Anderson	June 2, '93	200 00	20 00	.....
Pokemouche	July 7, '83	Alfred Blanchard	Mar. 7, '99	100 00	.....	.....
Richibucto	May 30, '73	James Alexander Jardine	May 11, '74	200 00	51 00	.....
Rockland	" 30, '73	.....	.....	.....	.....	.....
Sackville	" 30, '73	John A. Bowser	Aug. 8, '98	200 00	.....	.....
St. Andrew's	" 30, '73	John Wren	May 6, '84	100 00	89 00	.....
St. George	" 30, '73	Alexander Dick	Aug. 29, '84	100 00	12 00	.....
St. Martin and Quaco	" 14, '74	Joseph Carson	May 14, '74	100 00	13 00	.....
Shediac	" 30, '73	Alexander McQueen	" 19, '76	300 00	79 00	.....
Shippegan	" 30, '73	John DeGrace	Aug. 10, '80	100 00	6 50	.....
Tracadie	" 7, '74	Theodore Savoy	Sept. 23, '99	100 00	Nil.	.....
Waterside	Sept. 3, '89	Wm. Riley Copp	" 3, '89	100 00	.....	.....
West Isles	Feb. 4, '79	Thos. K. Parker	Feb. 4, '79	200 00	.....	.....

PROVINCE OF NOVA SCOTIA.

Advocate	May 15, '80	Wm. Mills	Mar. 17, '99	100 00	28 00	.....
Annapolis	Mar. 12 '75	John Lindgren	July 7, '98	200 00	70 00	.....
Apple River	Aug. 14, '86	Robt. Field	Sept. 9, '90	200 00	14 50	.....
Arichat	April 22, '79	C. P. Terrio	.....	200 00	20 50	.....
Baddeck	Sept. 23, '75	Alex. McAulay	Dec. 10, '90	100 00	.....	.....
Barrington	July 10, '82	B. Kenney	July 6, '93	200 00	17 00	.....
Bayfield	" 11, '79	John McDonald	" 11, '79	200 00	Nil.	.....
Bay St. Lawrence	April 21, '87	G. Zwicker	April 21, '87	200 00	Nil.	.....
Bear River	Sept. 25, '74	Wm. McFadden	Sept. 27, '97	100 00	32 00	.....
Beaver Harbour	July 24, '80	Henry Hawboldt	" 22, '88	100 00	2 50	.....
Big Harbour	June 9, '83	Donald McKenzie	May 28, '83	100 00	.....	.....

Grand Manan	Charlotte	E. A. Calder									
Grand Harbour	Charlotte	D. J. W. McLaughlin									
Harvey	Albert	G. Brewster	14	3	7 90	14	15	11 50	28	17	19 40
Hillsborough	Albert	John Wallace									
Lepreaux	Charlotte	G. K. Hanson									
Moncton	Westmorland	J. W. Binney									
Musquash	St. John	A. T. Dunn									
New Brandon	Gloucester	F. J. Foley									
Newcastle	Northumberland	*J. Niven*									
North Joggins	Westmorland	Rufus C. Ward									
Quaco	St. John	J. Carson									
Richibucto	Kent	B. V. Johnson									
Rockland	Westmorland	A. Boudreau									
Rockport	Westmorland	R. C. Ward									
Sackville	Westmorland	W. C. Milner									
St. Andrews	Charlotte										
St. George	Charlotte	James McKay									
St. John	St John	*W. H. Purdy*	1,386	614	877 20	1,348	956	960 80	2,734	1,570	1,838 00
St. Stephen	Charlotte	H. Graham		Nil.		17	3	9 40	17	3	9 40
Shediac	Westmorland	W. R. Wood									
Shippegan	Gloucester	Henry A. Sormany									

NOVA SCOTIA.

Advocate	Cumberland	Wm. Moore	6	1	3 30	7	6	5 30	13	7	8 60
Amherst	Cumberland	W. D. Main									
Annapolis	Annapolis	E. McCormick	53	27	34 60				53	27	34 60
Antigonish	Antigonish	A. Boyd		Nil.			Nil.				
Apple River	Cumberland	H. H. Mosher									
Arichat	Richmond	*D. O'C. Madden*									
Aspy Bay	Victoria	D. McDonald									
Baddeck	Victoria	J. McDonald									
Barrington	Shelburne	D. Sargent	2	4	2 00	12	7	8 10	14	11	10 10
Bayfield	Antigonish	E. E. Randall									
Beliveau Cove	Digby	E. E. Theriault	47	34	33 70	39	49	34 20	86	83	67 90
Bear River	Digby	*T. H. Millar*	57	32	38 10	50	58	42 40	107	90	80 50
Beaver River	Colchester	R. Perry									
Bridgetown	Annapolis	S. S. Ruggles									
Bridgewater	Lunenburg	*N. C. Owen*				97	55	65 00	97	55	65 00
Canada Creek	King's	S. W. Rawding									
Canso	Guysborough	Thos. C. Cook		Nil.			Nil.				
Cape Sable Island	Shelburne	*E. Nickerson*									
Church Point	Digby	Isaac H. LeBlanc				13	4	7 70	13	4	7 70
Clementsports	Annapolis	Chas. Ditmars	23	12	15 10	29	33	24 40	52	45	39 50
Cornwallis (Canning)	King's	E. Rand									
Canning	King's	E. Harris									
Digby	Digby	J. M. Viet									
Freeport	Digby	A. F. Outhouse									

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF NOVA SCOTIA—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1899.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
Margaret's Bay	July 16, '75	Peter Francis Boutilier	July 7, '75	100 00	41 50	.....
Margaree	June 12, '86	Nicholas Deagle	Feb. 27, '93	100 00	.....	.....
Marie Joseph	Jan. —, '95	John Davis	Jan. 23, '95	100 00	.....	.....
Middle South Island	April —, '96	S. Wynacht	April 1, '96	100 00	16 00	.....
Merigomish	Mar. 26, '78	D. McGregor	Mar. 22, '93	100 00	1 50	.....
Meteghan Harbour	June 8, '97	B. F. Robicheau	June 8, '97	100 00	10 50	.....
Meteghan River	Feb. 10, '88	L. A. Comeau	" 1, '97	100 00	8 50	.....
Musquodoboit	May 19, '82	David Williams	May 19, '82	100 00	9 00	.....
New Haven	June 9, '83	H. A. McLeod	Aug. 17, '89	100 00	.....	.....
Neil's Harbour	" 9, '83	A. Hayman	May 28, '83	100 00	.....	.....
Northport	" 27, '82	John M. Burns	June 27, 82	100 00	40 50	.....
North-west Cove, Coleman's Cove and Aspotogan Harbour	Dec. 22, '76	P. Boutillier	" 30, '92	200 00	.....	.....
Parrsborough	Oct. 22, '73	Edward Walter Beaty	Oct. 22, '73	300 00	159 50	.....
Petit de Grat	June 5, '95	S. Boudrot	June 5, '95	200 00	4 50	.....
Petite Rivière Bridge	July 7, '83	John Nelson Parks	Apr. 27, '88	100 00	.....	.....
Plaster Harbour	May 6, '74	Vacant	.....	.....	.....	.....
Port George	" 1, '77	Charles B. Weaver	May 1, '77	150 00	.....	.....
Port Greville	Mar. 13, '80	Wm. Cochrane	Oct. 26, '98	200 00	38 50	.....
Port Hawkesbury	July 16, '75	Daniel Henesey	July 9, '75	200 00	97 50	.....
Port Hood	" 16, '75	John Murphy, jun	" 9, '75	200 00	.....	.....
Port la Tour	Apr. 14, '81	Wm. Sholds	Feb. 15, '98	200 00	.....	.....
Port Lorne	Mar. 27, '86	Freeman Beardsley	June 9, '97	200 00	2 50	.....
Port Maitland	May 26, '85	Josiah Ellis	Dec. 10, '96	200 00	1 50	.....
Port Morien	Mar. 3, '79	Hector McDonald	Mar. 3, '79	400 00	1 50	.....
Port Mulgrave	" 8, '76	David Murphy	Oct. 12, '92	200 00	17 50	.....
Port Medway	June 25, '79	S. Manthorn	Feb. 2, '99	200 00	12 50	.....
Pubnico	Sept. 27, '82	D. Q. Amireau	Sept. 27, '82	100 00	50 00	.....
Pugwash	Oct. 22, '93	C. T. De Wolfe	May 6, '95	100 00	74 00	.....
Ritcey's Cove	Sept. 26, '84	J. B. Ritcey	Apr. 21, '96	100 00	29 00	.....
River John	Mar. 26, '78	H. Campbell	June 11, '91	100 00	0 50	.....
St. Ann's, including Fuche's Cove	Apr. 20, '81	Vacant	.....	200 00	.....	.....
St. Mary's River	May 18, '81	Wm. Pride	Dec. 20, '93	200 00	16 50	.....
St. Peter's	Jan. 24, '81	Peter McNeil	Sept. 17, '83	200 00	80 50	.....
Sambro	Dec. 27, '79	Ben Smith	May 27, '90	200 00	11 00	.....
Sheet Harbour	May 14, '74	H. Hall	Apr. 13, '98	200 00	.....	.....
Shelburne	Aug. 27, '77	John C. Morrison	May 4, '97	200 00	161 00	.....
Ship Harbour	June 2, '84	Conrad Marks	June 2, '84	100 00	.....	.....
Smith's Mountain, St. Ann's	" 8, '83	Geo. E. Fader	Apr. 11, '98	100 00	.....	.....
Spencer's Island	May 22, '99	Baxter McLellan	May 22, '99	100 00	.....	.....
Tatamagouche	Feb. 27, '78	W. McKenzie	Mar. 29, '93	200 00	Nil.	.....
Tidnish	July 5, '82	Charles Fields	June 30, '84	100 00	25 00	.....
Torbay and Whitehaven	May 18, '81	Andrew Haley	Dec. 10, '97	200 00	34 50	.....
Tusket	Mar. 18, '75	Charles W. Hatfield	Mar. 7, '87	100 00	.....	.....
Tusket Wedge	Dec. 19, '99	Hilaire LeBlanc	Dec. 19, '99	100 00	.....	.....
Victoria Pier, South Bar, Sydney	July 25, '84	Ernest Richardson	Nov. 1, '97	200 00	.....	.....
Wallace	Oct. 22, '73	Jas. D. Patton	Feb. 14, '96	100 00	5 00	.....
West Arichat	Aug. 20, '90	A. B. Poirier	Oct. 7, '96	100 00	18 50	.....
West Bay	May 8, '84	John McInnes	May 9, '84	100 00	Nil.	.....
West Port	Mar. 8, '87	Geo. Welsh	Jan. 29, '98	200 00	39 50	.....
Weymouth	May —, '94	R. Payson	May 29, '97	200 00	29 00	.....
Whycocomagh	Oct. 29, '75	Neil McKinnon	Oct. 8, '75	100 00	.....	.....
Wood's Harbour	Feb. 19, '92	S. K. Woods	July 19, '92	200 00	8 50	.....
Yarmouth	Mar. 18, '75	Ebenezer Scott	Oct. 19, '77	250 00	235 00	.....

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*

PROVINCE OF PRINCE EDWARD ISLAND.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1899.	Amount paid over to Receiver General.
				$ cts.	$ cts.	$ cts.
Alberton and Cascumpec.	July 15, '74	John McKay	May 11, '97	200 00	7 50	.....
Bay Fortune	Apr. 10, '75	John R. Coffin	Apr. 29, '78	200 00	.....	.....
Brudenell	July 25, '85	Vacant	.....	200 00	.....	.....
Cape Traverse	May 23, '84	Vacant	.....	100 00	.....	.....
Cardigan River, including Cardigan Bridge	July 2, '78	Hercules McDonald	July 2, '78	200 00	Nil.	.....
Cardigan River, from head of river to north bank Mitchell River	May 16, '78	D. Stewart	May 7, '97	100 00	.....	.....
Cove Head	" 15, '80	James D. McMillan	" 15, '80	100 00	.....	.....
Charlottetown and Hillsboro River	July 15, '74	David Small	Feb. 19, '77	400 00	128 00	.....
Crapaud	" 15, '74	Wesley Myers	June 17, '74	200 00	6 00	.....
Egmont	" 15, '74	George Bollum	Nov. 3, '85	200 00	Nil.	.....
Georgetown	" 15, '74	Samuel Hemphill	Dec. 1, '87	200 00	29 00	.....
Grand River	April 10, '75	Wm. Chas. Jenkins	May 4, '97	200 00	.....	.....
Grand River, down to and including Poplar Point and Chapel Wharf	May 16, '78	Vacant	.....	200 00	.....	.....
Malpeque	July 10, '74	J. Champion	Dec. 10, '96	200 00	.....	.....
Miminegash	April 17, '80	Jno. McCormick	May 1, '99	100 00	25 00	.....
Montague Bridge	April 7, '97	Welton Porter	April 7, '97	200 00	14 50	.....
Murray Harbour	June 17, '74	Wm. Miller	June 17, '74	200 00	.....	.....
Murray River	May 16, '78	Geo. McLeod	Feb. 9, '97	200 00	6 00	.....
New London	July 15, '74	Wm. Bell	Aug. 25, '96	200 00	1 00	.....
Pinette	" 15, '74	Daniel McAulay	Dec. 18, '97	200 00	.....	.....
Port Hill	" 15, '74	W. C. Brown	June 20, '98	200 00	.....	.....
Pownal	" 10, '79	Michael Haley	Mar. 30, '97	100 00	Nil.	.....
Rollo Bay	April 10, '75	Vacant	.....	200 00	.....	.....
Rustico	May 17, '75	Felix Buote	Mar. 1, '97	200 00	1 50	.....
St. Peter's Bay	April 10, '75	Albert Anderson	Oct. 16, '98	200 00	.....	.....
Souris East and West	" 10, '75	Wm. McDonald	Sept. 21, '99	200 00	18 00	.....
Summerside	July 15, '74	Wm. Stymest	Oct. 20, '97	200 00	59 00	.....
Tignish	April 22, '90	Vacant	.....	100 00	.....	.....
Tracadie	May 17, '75	Donald Campbell	Aug. 27, '95	200 00	Nil.	.....
Tryon	April 12, '77	Vacant	.....	200 00	.....	.....
Vernon River Bridge	May 19, '74	John Finlay	Oct. 9, '84	200 00	1 00	.....
West River	" 17, '75	Vacant	.....	200 00	.....	.....
Wood Island	" '99	James Young	May 22, '99	100 00	.....	.....

PROVINCE OF BRITISH COLUMBIA.

Chemains	March '97	Lewis G. Hill	Mar. 2, '97	200 00	176 50	.....
Comox	April '96	Geo. H. Rowe	April 25, '96	200 00	104 50	.....
Nanaimo and Departure Bay	" 10, '75	Harry Cooper	Feb. 25, '97	500 00	389 50	.....
New Westminster	Jan. 23, '80	P. T. Powers	" 13, '99	400 00	86 50	.....
Quadra	April 17, '77	Vacant	.....	300 00	.....	.....
Vancouver, including Burrard Inlet	Feb. 22, '88	Malcolm McLeod	Jan. 14, '97	600 00	454 20	.....
Victoria and Esquimalt	Mar. 20, '75	C. E. Clarke	Nov. 3, '94	600 00	536 00	.....

F. GOURDEAU,

Deputy Minister of Marine and Fisheries.

STATEMENT showing returns respecting shipping and discharging Seamen, &c.—*Concluded.*

BRITISH COLUMBIA.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended June 30, 1899.			For Half-year ended December 31, 1899.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
					$ cts.			$ cts.			$ cts.
Ahouset	Clayoquot	*C. R. McDougall*									
Clayoquot	Clayoquot	*John Grice*									
Hesquait	Vancouver	*A. J. Brabant*									
Kyuquot	Nanaimo	*W. J. Ecker*	111	94	83 70	21	95	39 00	132	189	122 70
Massett Inlet	Queen Charl'te I'd.	*Charles Harrison*									
New Westminster	New Westminster.	*Peter Grant*	12	3	6 90	16	24	15 20	28	27	22 10
Ucluelet	Barclay Sound	*Geo. Fraser*			73 60	18	153	54 90			128 50
Vancouver	New Westminster.	*D. McPhaiden*	520	524	417 20	501	458	479 75	1,021	982	896 95
Victoria	Victoria	*H. G. Lewis*	713	364	465 70	452	364	335 20	1,165	728	800 90

Grand Manan	Charlotte	E. A. Calder									
Grand Harbour	Charlotte	D. J. W. McLaughlin									
Harvey	Albert	G. Brewster	14	3	7 90	14	15	11 50	28	17	19 40
Hillsborough	Albert	John Wallace									
Lepreaux	Charlotte	G. K. Hanson									
Moncton	Westmorland	J. W. Binney									
Musquash	St. John	A. T. Dunn									
New Brandon	Gloucester	F. J. Foley									
Newcastle	Northumberland	*J. Niven*									
North Joggins	Westmorland	Rufus C. Ward									
Quaco	St. John	J. Carson									
Richibucto	Kent	B. V. Johnson									
Rockland	Westmorland	A. Boudreau									
Rockport	Westmorland	R. C. Ward									
Sackville	Westmorland	W. C. Milner									
St. Andrews	Charlotte										
St. George	Charlotte	James McKay									
St. John	St John	*W. H. Purdy*	1,386	614	877 20	1,348	956	960 80	2,734	1,570	1,838 00
St. Stephen	Charlotte	H. Graham		Nil.		17	3	9 40	17	3	9 40
Shediac	Westmorland	W. R. Wood									
Shippegan	Gloucester	Henry A. Sormany									

NOVA SCOTIA.

Advocate	Cumberland	Wm. Moore	6	1	3 30	7	6	5 30	13	7	8 60
Amherst	Cumberland	W. D. Main									
Annapolis	Annapolis	E. McCormick	53	27	34 60				53	27	34 60
Antigonish	Antigonish	A. Boyd		Nil.			Nil.				
Apple River	Cumberland	H. H. Mosher									
Arichat	Richmond	*D. O'C. Madden*									
Aspy Bay	Victoria	D. McDonald									
Baddeck	Victoria	J. McDonald									
Barrington	Shelburne	D. Sargent	2	4	2 00	12	7	8 10	14	11	10 10
Bayfield	Antigonish	E. E. Randall									
Beliveau Cove	Digby	E. E. Theriault	47	34	33 70	39	49	34 20	86	83	67 90
Bear River	Digby	*T. H. Millar*	57	32	38 10	50	58	42 40	107	90	80 50
Beaver River	Colchester	R. Perry									
Bridgetown	Annapolis	S. S. Ruggles									
Bridgewater	Lunenburg	*N. C. Owen*				97	55	65 00	97	55	65 00
Canada Creek	King's	S. W. Rawding									
Canso	Guysborough	Thos. C. Cook		Nil.			Nil.				
Cape Sable Island	Shelburne	*E. Nickerson*									
Church Point	Digby	Isaac H. LeBlanc				13	4	7 70	13	4	7 70
Clementsports	Annapolis	Chas. Ditmars	23	12	15 10	29	33	24 40	52	45	39 50
Cornwallis (Canning)	King's	E. Rand									
Canning	King's	E. Harris									
Digby	Digby	J. M. Viet									
Freeport	Digby	A. F. Outhouse									

List of Certificates of Competency granted to Masters and Mates of Inland and Coasting Vessels, during the year ended June 30, 1899.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1898.					$ cts.
2464	July 6..	Chas. Haggblom	Master	Blenheim, Ont	St. Catharines	15 00
2465	" 7..	C. J. Stwartman	"	Waubaushene, Ont	"	15 00
2466	" 7..	Jas. Allan McDonald	"	Georgetown, P.E.I	Halifax	15 00
2467	" 7..	Thomas Wilson	"	Vancouver, B.C	New Westminster.	15 00
2468	" 11..	Fenwick Hatt	"	Liverpool, N.S	Halifax	
2469	" 11..	Philip J. Campbell	"	Cardigan, P.E.I	"	15 00
2470	" 11..	Frank Beaumont	"	Alport Farm, Bracebridge, P.O., Muskoka, Ont	St. Catharines	15 00
2471	" 11..	Abel E. Wade	"	Grenville, Que	Ottawa	15 00
2472	" 11..	Wm. Thomas Jones	"	Gravenhurst, Ont	St. Catharines	15 00
2473	" 11..	Wm. E. McPherson	"	Sydney, C.B., N.S	Sydney	15 00
2474	" 11..	James H. Nicholson	"	Belleville, Ont	Kingston	15 00
2475	" 11..	George Murdoch	"	Sherbrooke, N.S	Halifax	15 00
2476	" 20..	Edwd. C. Robinson	"	Goderich, Ont	St. Catharines	15 00
2477	" 20..	Loran A. Kenney	"	Shag Harbour, N.S	Yarmouth	15 00
2478	" 20.	James Martin	"	Dartmouth, N.S	Halifax	15 00
2479	" 20..	Ernest S. Daniels	Mate	Victoria, B.C	Victoria	6 00
2480	" 20..	Louis Trudeau	Master	Montreal, Que	Ottawa	
2481	" 18..	Wm. Allard	"	Carleton, P.Q	Dalhousie	15 00
2482	" 18..	Gilbert A. Arthur	"	Picton, Ont	Kingston	15 00
2483	" 29..	Wm. Cooper Leliard	Mate	Owen Sound, Ont	St. Catharines	6 00
2484	Aug. 3..	Archibald Field	Master	Ladner, B.C	New Westminster	15 00
2485	" 3..	Edwd. T. McLennan	"	Vancouver, B.C	"	15 00
2486	" 5.	Stanley C. Grenville	"	Kingsville, Ont	St. Catharines	15 00
2487	" 4..	Edwd. Willcox	"	Quebec, P.Q	Quebec	15 00
2488	" 4..	Pierre Imbeau	"	Pointe aux Bouleaux, P.Q	"	15 00
2489	" 4..	David G. Kurtz	"	Nelson, B.C	Nelson	15 00
2490	" 6..	Henry Perrault	"	Parry Harbour, Ont	St. Catharines	15 00
2491	" 6..	Wm. McKenna	"	Brewers Mills, P.O., Ont	Kingston	15 00
2492	" 6..	Robt. Harmon	"	Lindsay, Ont	"	15 00
2493	" 10	Geo. Hy. Stephens	Mate	Sydney, C.B., N.S	Sydney	6 00
2494	" 10..	Wm. James Murdoch	Master	Sherbrooke, N.S	Halifax	15 00
2495	" 10..	Robt. Geo. Evans	Mate	Victoria, B.C	Victoria	6 00
2496	" 10..	John Power	"	New Westminster, B.C	Victoria	6 00
2497	" 11..	Andrew Charlebois	Master	French River, Ont	St. Catharines	15 00
2498	" 11.	Robt. C. Graham	"	Enterville, N.S	Yarmouth	15 00
2499	" 11..	Alfred H. Bickmore	"	Alport, Ont	St. Catharines	15 00
2500	" 13..	Wm. Hetherington	"	Toronto, Ont	"	15 00
2501	" 18..	Henry E. Petrie	"	Little Glace Bay, C.B., N.S	Sydney	15 00
2502	" 18..	Richard Hynes	"	Codroy, Newfoundland	"	15 00
2503	" 18	Phileas Coude	Mate	Baie St. Paul, P.Q	Quebec	6 00
2504	" 18..	Richard F. Martell	Master	Main-à-Dieu, C.B., N.S	Sydney	15 00
2505	" 19..	Horace Sicotte	"	Valleyfield, Que	Ottawa	
2506	" 22	Hans George Schon	"	Victoria, B.C	Victoria	15 00
2507	" 22	Ludger Portelance	Mate	Ottawa, Ont	Ottawa	6 00
2508	" 22..	Uriah H. Lyons	Master	Barrington, N.S	Halifax	15 00
2509	" 23..	Oliver H. P. Rogers	"	New Westminster, B.C	N. Westm'ster	15 00
2510	" 24	Edward Smith	"	Brewer's Mills, Ont	Kingston	15 00
2511	Sept. 22..	Wm. McReily	Mate	Harbourville, N.S	Sydney	6 00
2512	" 22..	Zephir Denault	"	Beauharnois, P.Q	St. Catharines	6 00
2513	" 22	Jason Huckabone	"	Pembroke, Ont	Kingston	6 00
2514	" 22	Frank Spinner Carter	Master	New Westminster, B.C	N. Westm'ster	15 00
2515	" 22	Sam. Geo. Mortimer	Mate	Vancouver, B.C	Victoria	6 00
2516	" 22	Joseph E. Duquette	Master	Cornwall, Ont	Kingston	15 00
2517	" 22.	Hypolite Lacoulme	"	St. Charles de Limoulin, P.Q	Quebec	15 00
518	" 22	James W. Cates	Mate	Victoria, B.C	Victoria	6 00
2519	" 22	Hans Blackstad	Master	"	"	15 00
2520	" 22	Danl. A. Foster	"	Pictou, N.S	"	15 00

List of Certificates of Competency granted to Masters and Mates of Inland and Coasting Vessels, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fees.
	1898.					$ cts.
2521	Sept. 22	Chas. Johnson	Mate	Nakusp, B.C	Victoria	6 00
2522	" 22	David Petro	Master	Bobcaygeon, Ont	Kingston	15 00
2523	" 22	Irene Yergean	"	Notre Dame de Pierreville, P.Q	Quebec	.....
2524	" 22	Ernest J. Martell	"	Main-à-Dieu, N.S	Sydney	15 00
2525	" 22	A. LeB. Peatman	"	St. John, N.B	St. John	15 00
2526	" 22	Elzear Tremblay	"	Murray Bay, P.Q	Quebec	15 00
2527	" 27	Henry Whitfield Colwell	"	St. John, N.B	St. John	15 00
2528	" 27	Odber R. Farrell	Mate	Annapolis, N.S	St. John	6 00
2529	" 27	Wm. P. Bennett	Master	Windsor, N.S	Halifax	15 00
2530	" 27	Eugene Fortin	"	Lévis, Que	Quebec	15 00
2531	" 27	John D. Williams	Mate	Canso, N.S	Sydney	6 00
2532	Oct. 7	James Achd. Johnston	Master	Young's Cove, Ont	Kingston	15 00
2533	" 10	Wm. Henry Elder	"	Gravenhurst, Ont	St. Catharines	15 00
2534	" 11	Elijah B. Rumley	"	Lions Head, Ont	"	15 00
2535	" 11	Wm. John Cole	Mate	Manitowaning, Ont	"	6 00
2536	" 14	Fred'k D. Forrest	Master	Windsor, Ont	"	15 00
2537	" 14	Stephen C. Court	Mate	Victoria, B.C	Victoria	6 00
2538	" 19	Robt. Bailey	Master	Vancouver, B.C	"	15 00
2539	" 19	J. Cloude Butterfield	"	Port Moody, B.C	"	15 00
2540	" 19	John L. Souter	"	Arrowhead, B.C	"	15 00
2541	" 24	A. T. Corbett	"	Bracebridge, Ont	St. Catharines	15 00
2542	" 24	Alex. P. Larson	Mate	Gravenhurst, Ont	"	6 00
2543	" 27	James D. Varcoe	Master	Lindsay, Ont	Ottawa	15 00
2544	" 27	Stratford T. Eyre	"	Windsor, Ont	St. Catharines	15 00
2545	" 28	Edward Winter	"	"	"	15 00
2546	" 28	Albert Defoe	"	Bobcaygeon, Ont	Kingston	15 00
2547	Nov. 3	John E. Peterson	"	Windsor, N.S	Yarmouth	15 00
2548	" 16	H. Marshall O'Hara	"	Isaac's Harbour, N.S	Sydney	15 00
2549	" 16	T. L. Roberts	"	Advocate Harbour, N.S	St. John	15 00
2550	" 16	Wm. Chas. Phillips	"	Toronto, Ont	St. Catharines	15 00
2551	" 16	Olof Westerland	"	Vancouver, B.C	Victoria	15 00
2552	" 16	Andrew L. Brownlee	"	Victoria, B.C	"	15 00
2553	" 17	Frederick Travis	"	Burritt's Rapids, Ont	St. Catharines	15 00
2554	" 21	Silas H. Ormiston	"	Gabarus, C.B., N.S	Sydney	15 00
2555	" 30	Maynard Fielden	Mate	Hantsport, N.S	Yarmouth	6 00
2556	" 30	Seraphin Marinville	Master	Champlain, Que	Quebec	15 00
2557	Dec. 3	Donald Sinclair	Mate	Rat Portage, Ont	St. Catharines	6 00
2558	" 5	Dan. Wm. Crow	Master	Chatham, Ont	"	15 00
2559	" 5	Jas. Alex. Bailey	Mate	Gravenhurst, Ont	"	6 00
2560	" 6	Thos. E. Smith	Master	Necum Teuch, N.S	Halifax	15 00
2561	" 7	Joseph Kemp	"	Montreal, Que	Sydney	15 00
2562	" 7	Robt. J. Stroud	"	Milford Bay, Ont	St. Catharines	.....
2563	" 10	Alfred Mortimer	"	Mortimer's Pt., Muskoka	"	15 00
2564	" 13	Arthur A. Batten	"	Collingwood, Ont	"	15 00
2565	" 13	John Gloundison	Mate	Victoria, B.C	Victoria	6 00
2566	" 16	Fredk. L. Foote	"	Yarmouth, N.S	Yarmouth	6 00
2567	" 28	F. Coppecthwaite	Master	Birdsalls, Ont	Kingston	15 00
2568	" 28	Joseph Lodge	Mate	Lunenburg, N.S	Lunenburg	8 00
2569	" 28	James F. Luman	Master	Collingwood, Ont	St. Catharines	15 00
2570	" 29	Wm. E. Lockhart	"	Yarmouth, N.S	Yarmouth	15 00
2571	" 29	Harry L. Innes	"	Sandwich, Ont	St. Catharines	15 00
	1899.					
2572	Jan. 3	J. W. Smith	"	Newdy Quoddy	Halifax	15 00
2573	" 4	Wm. George Cox	"	Collingwood, Ont	St. Catharines	15 00
2574	" 14	George R. Wood	"	Port Dalhousie, Ont	"	15 00
2575	" 14	Paul Zellinsky	"	Victoria, B.C	Victoria	15 00
2576	" 14	Michael Goulding	"	"	"	15 00
2577	" 14	Wm. Mackenzie	"	Vancouver, B.C	"	15 00
2578	" 17	Wm. E. James	Permit to act as master, 1899	Combermere, Ont	Ottawa	5 00

List of Certificates of Competency granted to Masters and Mates of Inland and Coasting Vessels, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1898.					$ cts.
2579	Jan. 14	John Martin	Master	Peterborough, Ont	Kingston	15 00
2580	" 17	H. D. A. Cameron	"	Lower Montague, P.E.I.	Sydney	15 00
2581	" 17	John McDonald	"	Goderich, Ont	St. Catharines.	15 00
2582	" 14	Laurent Roy	"	Wenoway, Que	Ottawa	15 00
2583	" 23	Arthur D. Kelly	"	Prescott, Ont	Kingston	15 00
2584	" 24	James J. Tyson	Mate	Wiarton, Ont.	St. Catharines.	6 00
2585	" 24	Herbert N. McMaster	Master	Deseronto, Ont.	Kingston	15 00
2586	" 24	Thos. H. Harding	Mate	Yarmouth, N.S.	St. John	6 00
2587	" 27	Wm. Jas. Ferguson	Master	Wiarton, Ont	St. Catharines.	15 00
2588	" 27	Francis B. Burke	"	Penetanguishene, Ont.	"	15 00
2589	Feb. 2	Wm, Vienen, jr	"	New Westminster, B.C.	N. Westm'ster	15 00
2590	" 3	D. A. McKinnon	"	St. Catharines, Ont.	St. Catharines.	15 00
2591	" 4	John Fredk. Noël	"	Victoria, B.C.	Victoria	15 00
2592	" 7	Andrew McDonald	Master	Hantsport, N.S.	Halifax	15 00
2593	" 7	L. R. Maguire	Mate	Mulgrave, N.S	Mulgrave	6 00
2594	" 7	W. J. Murdoch	Master	Sherbrooke, N.S	Halifax	15 00
2595	" 7	Charles Kane	Mate	Halifax, N.S	"	6 00
2596	" 7	David R. Christopher	Master	Hopewell Cape, N.B.	St. John	15 00
2597	" 16	Wm. Heater	"	Victoria, B.C.	Victoria	15 00
2598	" 16	Benjamin Axhorne	Mate	"	"	6 00
2599	" 16	Henry Parsons	Master	"	"	15 00
2600	" 16	Archd. Conrad	"	Lunenburg, N.S	Lunenburg	15 00
2601	" 16	Frederick Wood	"	Wiarton, Ont.	St. Catharines.	15 00
2602	" 16	Wm. Seneabaugh	"	Georgetown, P.E.I.	Halifax	15 00
2603	" 16	Jonas Johnson	"	New Westminster, B.C.	New Westminster	15 00
2604	" 21	John Hodgson	"	Montreal, Que	St. Catharines.	.....
2605	" 22	R. W. Williams	"	St. John, N.B.	St. John	.....
2606	" 24	Pierre Aussant	"	St. Joseph de Sorel, Que.	Quebec	15 00
2607	" 24	David W. Spence	"	Southampton, Ont.	St. Catharines.	15 00
2608	March 2	W. E. Parnell	"	Mill Village, N.S.	Yarmouth	15 00
2609	" 3	Lars Carlsen	Mate	St. John, N.B	St. John	6 00
2610	" 3	Ludwig Anderson	Master	Vancouver, B.C.	Victoria	15 00
2611	" 3	George Heater	"	Victoria, B.C.	"	15 00
2612	" 7	Donald McPherson	"	"	"	15 00
2613	" 7	Stephen Martin	"	"	"	15 00
2614	" 7	I. J. Sanburn	"	"	"	15 00
2615	" 7	Donald McLennan	Mate	Kaslo, B.C	"	6 00
2616	" 7	H. R. Bilton	"	Victoria, B.C.	"	6 00
2617	" 7	Chas. I. Harris	Master	"	"	15 00
2618	" 7	Geo. Wm. Matheson	"	"	"	15 00
2619	" 7	John Macleod	Mate	Nelson, B.C	"	6 00
2620	" 9	Joseph Seguin	Master	Hudson Heights, Que.	Quebec	15 00
2621	" 9	Albert E. Lewis	"	Bruce Mines, Ont.	St. Catharines.	15 00
2622	" 9	Sol. Esrom Pride	"	Sherbrooke, N.S.	Halifax	15 00
2623	" 9	Harry S. Morris	Mate	Advocate Harbour N.S.	St. John	6 00
2624	" 14	Wm. E. Morris	Master	Canso, N.S.	Halifax	15 00
2625	" 14	Hector Duval	"	Nicolet, Que	Quebec	15 00
2626	" 16	Wm. F. Wasley	"	Gravenhurst, Ont.	St. Catharines	15 00
2627	" 16	Rémi Filteau	"	St. Antoine de Tilley, Que	Quebec	15 00
2628	" 16	Ferdinand Côté	"	" "	"	15 00
2629	" 17	Donald MacAulay	"	Southampton, Ont.	St. Catharines.	15 00
2630	" 20	Robert F. Geldert	"	Lunenburg, N.S	Lunenburg	15 00
2631	" 21	Reuben Chute	"	Hampton, N.S	"	15 00
2632	" 22	Léon Prégent	Mate	Melocheville, Que	Kingston	6 00
2633	" 22	James E. Mann	"	Toronto, Ont.	St. Catharines	6 00
2634	" 22	Hugh Ross	Master	Port Robinson, Ont.	"	15 00
2635	" 23	Martin B. Westhaven	"	Lunenburg, N.S.	Lunenburg	15 00
2636	" 23	Geo. H. Selig	"	Vogler's Cove, N.S.	"	15 00
2637	" 23	Ammon H. Zink	"	Lunenburg, N.S.	"	15 00
2638	" 23	John C. Walters	"	"	"	15 00
2639	" 24	Geo. F. Fortney	"	Winnipeg, Man	Winnipeg	.....
2640	" 29	Joseph Laforaist	"	St. Ignace, Que.	Quebec	15 00
2641	" 29	James Harrigan	"	Lunenburg, N.S.	Lunenburg	15 00
2642	" 29	W. A. McCoffrey	"	Ottawa, Ont.	Ottawa	15 00

SIONAL PAPER No. 11b

: of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, &c.—*Continued.*

Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
1899.					$ cts.
Mar. 29	Alonzo D. Oakes	Master	Bridgewater, N.S.	Lunenburg	15 00
Apr. 5	Joseph A. Smith	"	Lunenburg, N.S.	"	15 00
" 5	Harris V. Dexter	"	Brooklyn, N.S.	"	15 00
" 6	Octave Marceau	"	Quebec	Quebec	15 00
" 6	Edward A. Dillon	Mate	Main-à-Dieu, C.B., N.S.	Sydney	6 00
" 6	John J. Johnson	"	Rathburn P. O., Ont	St. Catharines	6 00
" 10	Freeman H. Lohnes	Master	Lunenburg, N.S.	Lunenburg	15 00
" 12	Jas. Brown Foote	"	Owen Sound, Ont.	Kingston	15 00
" 12	John Bain Currie	"	Collingwood, Ont.	St. Catharines	15 00
" 12	Arthur Lefebvre	"	Valleyfield, Que.	"	15 00
" 12	Benj. Garvie	"	Kemble, Ont.	Kingston	15 00
" 12	Alex. Gordon	"	North Sydney, C.B., N.S	Sydney	15 00
" 12	Frem. Torangeau	"	Buckingham, Que.	Ottawa	15 00
" 12	Joseph Gagné	"	Quebec, P.Q.	Quebec	15 00
" 12	Wm. E. B. Ferris	Mate	St. John, N.B.	St. John	6 00
" 12	John C. Woods	Master	Windsor, Ont.	Kingston	15 00
" 12	Stanley Fisher	"	Port Mouton, N.S	Halifax	15 00
" 12	Herbert Barker	Mate	West Selkirk, Man.	Winnipeg	6 00
" 19	Louis Laforest	Master	St. Ignace, Que.	Quebec	15 00
" 19	Wm. Kirby	Mate	Nakusp, B.C.	Victoria	6 00
" 19	Allen Fralick	"	Kaslo, B.C.	"	6 00
" 19	B. L. Johnson	"	Liverpool	"	6 00
" 19	Wilson Smith	"	Bonaventure, Que.	Halifax	6 00
" 19	Wm. Mather	"	Ruthven, Ont.	St. Catharines	6 00
" 19	Cornelius O'Connor	"	Midland, Ont.	"	6 00
" 19	J. B. Peters	Master	New Westminster, B.C.	N. Westm'ster	15 00
" 19	Peter J. Shaw	"	Lakeport, Ont.	St. Catharines	15 00
" 19	John Howe	"	Port Dalhousie, Ont.	"	15 00
" 19	Alex. Vance	"	West Selkirk, Man.	Winnipeg	.....
" 19	Wm. McMaster	"	Chatham Station, N.B.	St. John	15 00
" 22	Harry D. Ollard	"	Victoria, B.C.	Victoria	15 00
" 24	Sherman Gasson	Mate	Plympton, N.S.	Yarmouth	15 00
" 24	Wilfred J. Kane	Master	Kaslo, B.C.	Victoria	15 00
" 24	Robert Fenton	"	New Westminster, B.C.	N. Westm'ster	15 00
" 24	James Quinn	Mate	Oakville, Ont.	St. Catharines	6 00
" 24	Chas. H. Hansen	Master	Loggerville, N.B.	New Castle	15 00
" 26	Jeremiah Downey	"	Rat Portage, Ont.	Winnipeg	15 00
" 26	Chas. Williston	"	Douglastown, N.B.	New Castle	15 00
" 26	Robert F. Lipsett	Mate	Guysboro', N.S.	Sydney	6 00
" 26	Alex. McNab	Master	Owen Sound, Ont.	St. Catharines	15 00
" 26	Thomas Runcinan	"	Dresden, Ont.	"	15 00
" 26	Wm. Williams	"	Rat Portage, Ont.	Winnipeg	15 00
" 27	Geo. S. Wilband	"	Vancouver, B.C.	N. Westm'ster	15 00
" 27	B. H. Morehouse	Mate	Sandy Cove, N.S.	St. John	6 00
May 1	W. H. Wenborne	Master	Wolfe Island, Ont.	St. Catharines	15 00
" 1	Joseph E. Goodwin, jr	"	Toronto, Ont.	St. Catharines.	15 00
" 1	Joseph Couillard	"	Montebello, Que.	Ottawa	15 00
" 3	F. R. Dale	"	Port Stanley, Ont.	St. Catharines.	.....
" 4	J. B. Lacroix	"	Carillon, Que.	Ottawa	15 00
" 4	W. H. Porter	Mate	Fort Erie, Ont.	St. Catharines.	6 00
" 4	John Gosse	Master	Vancouver, B.C.	Victoria	15 00
" 4	David Bremner	"	Victoria, B.C.	"	.....
" 10	John Marks	"	Toronto, Ont.	St. Catherines.	15 00
" 4	A. J. Dickens	"	Chatham, N.B.	St. John	15 00
" 4	John Anderson	"	Church Point, N.B.	"	15 00
" 6	Alfred Robinault	Mate	Valleyfield, Que.	Valleyfield	6 00
" 6	Wm. A. McPherson	Master	Pictou Landing, N.S.	Halifax	5 00
" 10	H. J. Davis	"	Rat Portage, Ont.	Winnipeg	.....
" 10	Peter McPhail	"	Sarnia, Ont.	St. Catharines.	15 00
" 10	Harkley Pierce	Mate	"	"	6 00
" 10	Emil Ramlose	"	Victoria West, B.C.	Victoria	15 00
" 10	J. R. Graner	Master	Vancouver, B.C.	"	15 00
" 10	Martin Stone	"	Victoria, B.C.	"	15 00
" 10	Wm. Watts	"	Harrison Hot Spring, B.C	"	15 00
" 15	Geo. F. Watts	"	Collingwood, Ont.	Kingston	15 00

LIST of Certificates of Competency granted to Masters and Mates of INLAND an COASTING VESSELS, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fe
	1899.					$
2708	May 15	F. A. Lewis	Master	Louisburg, N.S	Sydney, C.B.	15
2709	" 15	John McMann	"	Millerton, N.B	New Castle	15
2710	" 16	Fred S. Inness	"	Liverpool, N.S.	Yarmouth	15
2711	" 16	Jackson Croggins	"	Westport, N.S.	"	15
2712	" 16	Charley Johnson	"	Nanaimo, B.C.	Victoria	15
2713	" 16	Frederick Hogan	"	New Westminster, B.C.	N. Westm'ter.	15
2714	" 16	Hugh, Kelly	"	Toronto. Ont.	St. Catharines	15
2715	" 16	Thos. Kimmitt	"	St. Catharines, Ont	"	15
2716	" 16	Peter McKinnon	"	Glammis, Ont	"	15
2717	" 16	Alexander McKinnon	"	Tiverton, Ont.	"	15
2718	" 16	Sidney Mowry	"	Huntsville, Ont	"	15
2719	" 17	Donald McPhee	Mate	Uptergrove, Ont	"	
2720	" 17	Wm. J. Foote	Mate	Sutton West, Ont	St. Catharines.	6
2721	" 17	Chas. S. Boucher	Master	Chatham, N.B	New Castle	15
2722	" 17	Michael P. Stillar	"	Sturgeon Falls, Ont.	Ottawa	15
2723	" 22	B. E. Rudderham	"	North Sydney, C.B., N.S.	Sydney	15
2724	" 26	Chas. G. Bacher	"	Kaslo, B.C.	Victoria	15
2725	" 27	J. A. Henderson	"	Lakeport, Ont	St. Catharines.	15
2726	" 26	Simon Kelly	"	Fogmount, Ont.	Ottawa	15
2727	" 29	Chas. F. Barkhouse	"	Falmouth, N. S.	Windsor	15
2728	" 31	Lemuel C. Creaser	"	Lower La Have, N.S	Lunenburg	15
2729	" 31	James A. Ritchie	"	Victoria, B.C	Victoria	15
2730	June 14	James A. Young	Mate	Toronto, Ont.	St. Catharines.	6
2731	" 14	Edwin L. Hughes	Master	St. John, N.B	St. John	15
2732	" 14	Nelson A. Smith	Mate	Cheverie, N.S.	"	6
2733	" 15	Samuel Coates	Master	Vancouver, B.C.	Victoria	15
2734	" 15	Robert Simons	Mate	Garden Island, Ont.	Kingston	6
2735	" 16	John Playter	"	Babbean P.O., Ont.	"	
2736	" 16	John McDonald	Master	North Sydney, N. S.	Sydney	15
2737	" 16	Wm. M. Thomas	Mate	Port Robinson, Ont.	St. Catharines.	6
2738	" 16	James P. Stephenson	"	St. Andrews, Ont.	Kingston	6
2739	" 16	Wm. W. Sadler	"	Lindsay, Ont.	"	6
2740	" 16	F. X. Laviolette	"	St. Ours, Que	Quebec	6
2741	" 19	David Andrews	"	Windsor, Ont.	St. Catharines.	6
2742	" 19	Henry Hebb	Master	Lunenburg, N.S	Lunenburg	15
2743	" 19	Louis Levesque	"	Chicoutimi, P.Q	Quebec	15
2744	" 19	Judson Ferris	"	Lincoln Parish, Sunbury Co., N.B	St. John	15
2745	" 19	Thomas Sughrue	"	D'Arcy P.O., Howe Island, Ont	Kingston	15
2746	" 22	L. M. Hatfield	Mate	Arcadia, N.S.	Yarmouth	6
2747	" 22	Henry Milot	"	Roberval, Que	Quebec	6
2748	" 22	Wm. Shaw McPhee	"	Westmond, Montreal	"	6
2749	" 23	Archie S. Campbell	Master	Stewartville, Ont.	Ottawa	15
2750	" 23	Neil Neilson	"	Heron Island, Restigouche, N.B	Dalhousie	15
2751	" 26	Russell S. Ramsay	"	Malpeque, P.E.I	St. John	15
2752	" 27	George E. Gilley	"	New Westminster, B.C.	N. Westminstr.	15
2753	" 27	Wm. P. Cann	"	Louisburg, N.S.	Sydney	15
2754	" 29	Malcolm McKechnie	"	Providence Bay, Ont	St. Catharines.	15

LIST of Certificates of Service granted to Masters and Mates of INLAND and COASTING Vessels, during the year ended June 30, 1899.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1898.					$ cts.
3336	July 7..	Ernest W. Spencer.....	Master.. ...	Victoria, B.C.....	Victoria, B.C.	8 00
3337	" 29..	Thos. Hayden..... ...	"	Osborne, Shelb'ne Co., N S	Lunenb'rg, N S	8 00
3338	Aug. 19..	John Kean	Mate.....	Kingston, Ont	Kingston, Ont	4 00
3339	Oct. 18..	John Tuttle.....	Master.....	"	" ..	8 00
	1899.					
3340	Mar. 29..	Geo. A. Huff.....	"	Alberni, B.C.....	Victoria, B.C.	8 00
3341	Apr. 6..	Robt. Colwill..	" ...	Port Hope, Ont	St. Catharines.	8 00
3342	" 19..	Philip H. Poirier.	"	D'Escousse, C.B., N.S ..	Pictou, N.S...	8 00
3343	" 27..	Burpee Tupper...	"	Spencer's Island, N.S...	Parrsboro', N S	8 00
3345	June 27..	J. E. Cornwall.....	" ..	Sombra, Ont..... . . .	St. Catharines.	8 00

APPENDIX No. 49.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels, in Canadian Waters, and to Canadian Sea going Vessels, in other Waters, for the twelve months ended June 30, 1899.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How rigged. Iron or Wood. Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1897.										$
April	Agnes	30	Halifax, N.S.	Schr., wood, sail.	21 28	Cape Breton to Halifax, N.S.	At the mouth of Sheet Harbour, N.S.	Broke from her anchorage and drifted to sea and has not been heard of since.	....	Total loss, 350 Cargo, 200
1898.										
April 8	Alki	15	American	"		Point Townsend to Seattle.	Seaforth Channel, B.C.	Engine went wrong	....	Trifling loss.
Sept. 8	Athlon	19	Windsor, N.B.	Barque, wood, sail.	1308	Dublin to New York	Atlantic Ocean	Run into by a steamer and was abandoned.	....	Total loss; amount of loss not reported.
May 12	Admiral		Quebec	Wood, steamer	408	Dalhousie, N.B., to Gaspe, Que.	Below Lavaltrie Range Light, P.Q.	Mistake on the part of the pilot in working her range light.	....	Trifling accident.
Sept. 26	Araba	1	Hamburg	Schooner, iron, steam.	2331	Hamburg	Cape LaRoche, River St. Lawrence, Que.	Stranded	....	Partial loss; amount of damage not reported.
Oct. 10	Alma	17	Charlottetown P.E.I.	Schr., wood, sail.		Charlottetown to North Sydney, N.S.	Half a mile below Beavers Narrows, St. Peter's Inlet.	Heavy wind and narrow channel.	....	Partial loss, 8,000
Nov. 25	Anita	15	St. John, N.B.	"	45	Shulee, N.S., to Barbadoes, B.W.I	6 miles S.E. from Apple River Light, N.S., Bay of Fundy.	Damaged in heavy weather.	....	" 250
Oct. 26	A. J	19	"	"	124	Parrsboro', N.S., to Windsor, N.S.	Off Hantsford, U.S	Filled with water and went down.	....	Total loss, 450
Sept. 14	Albert	8	"	Barque, wood, sail.	531	Hillsboro', N.B., to Preston, G.B.	1 mile below Preston Dock, England.	Damaged in collision	....	Partial loss, 1,000
Dec. 5	Alfaranta	23	Yarmouth, N.S.	Schr., wood, sail.	48	Mabou, N.S., to Port Hood, N.S., to Margaree, N.S.	Margaree Harbour, N.S	Stranded in a heavy sea.	....	" 200 Cargo, 150
Oct. 16	Arngarda		Norway	Barque, wood, sail.	936	Liverpool, England, to Campbellton, N.B.	200 yards from Miscou Light, Gulf of St.	No particulars reported.	....	Total loss; amount of loss not reported.

r of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, &c.—*Continued.*

Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
1899.					$ cts.
Mar. 29	Alonzo D. Oakes	Master	Bridgewater, N.S.	Lunenburg	15 00
Apr. 5	Joseph A. Smith	"	Lunenburg, N.S.	"	15 00
" 5	Harris V. Dexter	"	Brooklyn, N.S.	"	15 00
" 6	Octave Marceau	"	Quebec	Quebec	15 00
" 6	Edward A. Dillon	Mate	Main-à-Dieu, C.B., N.S.	Sydney	6 00
" 6	John J. Johnson	"	Rathburn P. O., Ont.	St. Catharines	6 00
" 10	Freeman H. Lohnes	Master	Lunenburg, N.S.	Lunenburg	15 00
" 12	Jas. Brown Foote	"	Owen Sound, Ont.	Kingston	15 00
" 12	John Bain Currie	"	Collingwood, Ont.	St. Catharines	15 00
" 12	Arthur Lefebvre	"	Valleyfield, Que.	"	15 00
" 12	Benj. Garvie	"	Kemble, Ont.	Kingston	15 00
" 12	Alex. Gordon	"	North Sydney, C.B., N.S	Sydney	15 00
" 12	Frem. Torangeau	"	Buckingham, Que.	Ottawa	15 00
" 12	Joseph Gagné	"	Quebec, P.Q.	Quebec	15 00
" 12	Wm. E. B. Ferris	Mate	St. John, N.B.	St. John	6 00
" 12	John C. Woods	Master	Windsor, Ont.	Kingston	15 00
" 12	Stanley Fisher	"	Port Mouton, N.S.	Halifax	15 00
" 12	Herbert Barker	Mate	West Selkirk, Man.	Winnipeg	6 00
" 19	Louis Laforest	Master	St. Ignace, Que.	Quebec	15 00
" 19	Wm. Kirby	Mate	Nakusp, B.C.	Victoria	6 00
" 19	Allen Fralick	"	Kaslo, B.C.	"	6 00
" 19	B. L. Johnson	"	Liverpool	"	6 00
" 19	Wilson Smith	"	Bonaventure, Que.	Halifax	6 00
" 19	Wm. Mather	"	Ruthven, Ont.	St. Catharines	6 00
" 19	Cornelius O'Connor	"	Midland, Ont.	"	6 00
" 19	J. B. Peters	Master	New Westminster, B.C.	N. Westm'ster	15 00
" 19	Peter J. Shaw	"	Lakeport, Ont.	St. Catharines	15 00
" 19	John Howe	"	Port Dalhousie, Ont.	"	15 00
" 19	Alex. Vance	"	West Selkirk, Man.	Winnipeg	.....
" 19	Wm. McMaster	"	Chatham Station, N.B.	St. John	15 00
" 22	Harry D. Ollard	"	Victoria, B.C.	Victoria	15 00
" 24	Sherman Gasson	Mate	Plympton, N.S.	Yarmouth	15 00
" 24	Wilfred J. Kane	Master	Kaslo, B.C.	Victoria	15 00
" 24	Robert Fenton	"	New Westminster, B.C.	N. Westm'ster	15 00
" 24	James Quinn	Mate	Oakville, Ont.	St. Catharines	6 00
" 24	Chas. H. Hansen	Master	Loggerville, N.B.	New Castle	15 00
" 26	Jeremiah Downey	"	Rat Portage, Ont.	Winnipeg	15 00
" 26	Chas. Williston	"	Douglastown, N.B.	New Castle	15 00
" 26	Robert F. Lipsett	Mate	Guysboro', N.S.	Sydney	6 00
" 26	Alex. McNab	Master	Owen Sound, Ont.	St. Catharines	15 00
" 26	Thomas Runcinan	"	Dresden, Ont.	"	15 00
" 26	Wm. Williams	"	Rat Portage, Ont.	Winnipeg	15 00
" 27	Geo. S. Wilband	"	Vancouver, B.C.	N. Westm'ster	15 00
" 27	B. H. Morehouse	Mate	Sandy Cove, N.S.	St. John	6 00
May 1	W. H. Wenborne	Master	Wolfe Island, Ont.	St. Catharines	15 00
" 1	Joseph E. Goodwin, jr	"	Toronto, Ont.	St. Catharines	15 00
" 1	Joseph Couillard	"	Montebello, Que.	Ottawa	15 00
" 3	F. R. Dale	"	Port Stanley, Ont.	St. Catharines	.....
" 4	J. B. Lacroix	"	Carillon, Que.	Ottawa	15 00
" 4	W. H. Porter	Mate	Fort Erie, Ont.	St. Catharines	6 00
" 4	John Gosse	Master	Vancouver, B.C.	Victoria	15 00
" 4	David Bremner	"	Victoria, B.C.	"	.....
" 10	John Marks	"	Toronto, Ont.	St. Catherines	15 00
" 4	A. J. Dickens	"	Chatham, N.B.	St. John	15 00
" 4	John Anderson	"	Church Point, N.B.	"	15 00
" 6	Alfred Robinault	Mate	Valleyfield, Que.	Valleyfield	6 00
" 6	Wm. A. McPherson	Master	Pictou Landing, N.S.	Halifax	5 00
" 10	H. J. Davis	"	Rat Portage, Ont.	Winnipeg	.....
" 10	Peter McPhail	"	Sarnia, Ont.	St. Catharines	15 00
" 10	Harkley Pierce	Mate	"	"	6 00
" 10	Emil Ramlose	"	Victoria West, B.C.	Victoria	15 00
" 10	J. R. Graner	Master	Vancouver, B.C.	"	15 00
" 10	Martin Stone	"	Victoria, B.C.	"	15 00
" 10	Wm. Watts	"	Harrison Hot Spring, B.C	"	15 00
" 15	Geo. F. Watts	"	Collingwood, Ont.	Kingston	15 00

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives Lost.	Remarks.
1898.										$
Sept. 14	Bertha	13	Valparaiso	Wire, wood, sail.	975	Moodyville to Valparaiso.	15 miles outside Cape Flattery, North Pacific Ocean.	Casualty caused by heavy fog.	...	Extent of damage not known.
" 13	Buteshire	22	St. John, N.S.	Barque, wood, sail.	899	Buenos Ayres, Barbadoes, to Ship Island, Mass.	On the bar off Chandelem Island, 12 M., Gulf of Mexico.	Owing to a strong current vessel got out of her course.	....	Total loss, 5,000
" 27	Blue Bell	...	Sydney, C.B., N.S.	Schr., wood, sail.	25	Bras d'Or Lake, C.B., to Sydney, C.B.	Point Aconi, C.B., N.S	A wind storm cause of casualty.	...	Total.
" 27	Balance	...	Halifax, N.S.	" ..	63	New Campbelltown, Gt. Bras d'Or to Pictou, N.S.	3 miles east of Pictou Light, Gulf Shore, N.S.	The vessel's sails were lost in a gale.	....	Total loss, 300
" 16	Barbara Boscowizt.	15	Victoria, B.C.	" ..	239·20	Victoria, B.C., to Kitkatha, Skeena River.	Browing Island, Kilkatle Inlet.	Stranded owing to an error in the navigation of the ship.	....	"
Oct. 12	Brisk	33	Lunenburg, N.S.	" ..	33	North Sydney, C.B., to Newfoundland.	10 miles off Low Point Light, C.B., N.S.	Sank in collision	....	" 1,000
Nov. 27	Berma	30	Dorchester, N.B.	" ..	95	Joggins, N.S., to St. John, N.B.	Apple River, Cumberland Bay, N.S.	Vessel filled owing to the big gale and went down.	..	" 800
Nov. 30	Belle of the Bay	23	Guysboro', N.S	Schr., wood, sail.	20	Montague, P.E.I., to Pictou, N.S.	Near Chance Harbour, N.S.	Casualty caused by thick weather.	....	Partial loss, 200
" 29	Blanche M. Thorbourn.	14	Shelburne, N.S	" ..	95·83	Louisburg to Shelburne	Liverpool Harb'r, N.S.	Parted chains while lying at the harbour at Liverpool, in a gale, and became a partial loss.	....	" 2,000
Feb. 1	Brenton	8	Parrsboro', N S	Schr., wood, sail.	159	Havana, Cuba, to Pascagoula.	Chandeleur Isl'd, Miss., American coast.	Stranded	....	Total loss, 6,000
" 10	Brazil	17	Windsor, N.S.	Barque, wood, sail.	344	Savannah to New York	25 miles E. of Fire Isl'd, American coast.	"	...	" 5,000
1899.										
Feb. 9	Bahama	7	" ..	Schr., wood, sail.	321	Surinan to New York.	North Atlantic	Damaged in gales	....	Partial loss, 1,000
Mar. 29	Bertha May	9	Yarmouth, N S	Bgtn., wood, sail.	319	Boston to Philadelphia	Atlantic Ocean	Badly damaged in rough weather.	....	" 7,000

List of Certificates of Service granted to Masters and Mates of Inland and Coasting Vessels, during the year ended June 30, 1899.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1898.					$ cts.
3336	July 7.	Ernest W. Spencer	Master	Victoria, B.C.	Victoria, B.C.	8 00
3337	" 29.	Thos. Hayden	"	Osborne, Shelb'ne Co., N.S.	Lunenb'rg, N.S.	8 00
3338	Aug. 19.	John Kean	Mate	Kingston, Ont.	Kingston, Ont.	4 00
3339	Oct. 18.	John Tuttle	Master	"	"	8 00
	1899.					
3340	Mar. 29.	Geo. A. Huff	"	Alberni, B.C.	Victoria, B.C.	8 00
3341	Apr. 6.	Robt. Colwill	"	Port Hope, Ont.	St. Catharines.	8 00
3342	" 19.	Philip H. Poirier.	"	D'Escousse, C.B., N.S.	Pictou, N.S.	8 00
3343	" 27.	Burpee Tupper	"	Spencer's Island, N.S.	Parrsboro', N.S.	8 00
3345	June 27.	J. E. Cornwall	"	Sombra, Ont.	St. Catharines.	8 00

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1898.		Y'rs								$
Nov. 27 1899.	Carita	..	Port Medway, N.S.	Schr., wood, sail.	.....	Liverpool to Newburg	Vineyard Haven Harbour, U.S.	Strong gales and high sea	....	Total loss. Amt. of loss not reported.
June 19	Crestline	18	Hawkesbury, N.S	" ..	94 47	Sydney, N.S., to Halifax, N.S.	25 miles off Liscomb, N.S.	Sprang a leak and foundered.	....	Total loss, 1,000
Nov. 27 1898.	Canaria	6	Windsor, N.S.	" ..	242	St. Lucia, B.W.I., to St. John, N.B.	Vineyard Haven Harbour, U.S.	Damaged by storm. Vessel was at anchor in Vineyard Haven Harbour.	....	Partial loss, 3,000
June 23	Deerhill	23	St. John, N.B.	" ..	341	Buenos Ayres	San Nicholas, La Plata River, Argentine Republic.	Stranded	....	" 450
Sept. 1	Darpa	21	" ..	Brig, wood, sail.	324	Alma, N.B., to Sydney, C.B.	North Atlantic	Strong gales	....	" 5,000
Nov. 27	Druid	16	St. John, N.B	Schr., wood, sail.	97	St. John, N.B., to St. Martins, N.B., to Alma, A Co., N.B.	Pisarinco, St. John Co., N.B.	Stranded in the gale of Nov. 27, 1898.	....	Partial loss, 300
Dec. 12	Dear Hill	7	"	" ..	341	St. John, N.B., to Santos, Brazil.	Abandoned, lat. 35 42, long. 52 49, North Atlantic.	Tremendous gales and heavy seas.	....	Total loss, 15,000 Cargo, 4,250
Nov. 27 1899.	Delta	6	Windsor, N.S.	" ..	287	New York to Cheverie.	Vineyard, Haven, U.S.A.	Damaged in the gale of Nov. 27, 1898, being run into by another vessel.	....	Partial loss, 1,500
Feb. 11	Delight	5	Charlotteto'n, P.E.I.	" ..	109	St. John's, Nfld., to Pernambuco.	At sea	Heavy seas and rough weather; ship abandoned after she became unmanageable.	....	Partial loss; amount of damage not reported.
Sept. 13	Delta	45	Halifax, N.S.	Barque, iron, steam.	541 71	St. John's, Nfld., to Sydney, C.B.	Marine Head, St. Mary's Bay, Nfld.	Ran ashore in the fog and strong gale.	....	Total loss; amt. of loss not reported.
June 19 1898.	Danube	30	Victoria, B.C.	Schr, iron, steam.	28	Victoria, B.C. to Skagway.	..	Stranded	....	Partial loss, 20,000
April 4	Ettie	11	St. John, N.B.	Schr., wood, sail.	117	St. John to New Haven.	Off Highland light, Cape Cod, North Atlantic.	Heavy gales	....	Partial loss, 150 Cargo, 600

Nov. 27	Amiel Corkum ..	34	Lunenburg, N.S.	Schr., wood, sail.	52·84	Lying in N. E. Harbour, Shelburne Co., N.S.	In N.E. Harbour, Shelburne Co., N.S.	Broke from her moorings.	....	Total loss,	900
Dec. —	Annie G	12	Yarmouth, N.S.	" ..	99	Bridgetown, N.S., to New York.	Bay of Fundy.....	This vessel was found derelict near Mud Isl'd, water logged and dismasted.	2		
" 12	Aurora	....	American.....	Barque, wood, steam.	.....	Duluth to Buffalo....	Near Bois Blanc Island Ont.	Destroyed by fire	....	Partial loss,	600
										Cargo	90
Nov. 27	Agnes May.....	....	St. John, N.B.	Schr., wood, sail.	91	Boston, Mass., to Musquash, N.B.	Salem Harbour, Mass., U.S.	Damaged in the hurricane of the 27th Nov., 1898.	....	Partial loss,	100
Dec. 5	Amy D	15	Parrsboro', N.S.	" ..	99	Yarmouth to Parrsboro	Cutler, Maine, U.S ...	Stranded in storm. ...	...	"	1,000
1899.											
Jan. 4	Ava.	5½	" ..	" ..	99	Cuba to Mobile..	Sand Island, Alabama, U.S.A.	Went ashore...	...	Total loss,	4,000
1898.											
Feb. —	Albatros	16	St. John, N.B.	Bktn., wood, sail.	399	Cardiff to Rio Janerio.	Cardiff Roads.	Collision caused by a big gale.	....	Partial loss,	2,250
1899.											
Mar. 25	Athtle	6	Parrsboro', N.S.	" ..	197	Pensacola, Florida, to British Honduras.	British Honduras...	Stranded in fog....	....	"	1,500
Jan. 10	Angola.....	9	Windsor, N.S.	Barque, wood, sail.	1551	Cardiff to Cape Town	At Sea	Heavy gales caused serious damage.	....	Partial loss; amount of damage not reported.	
May 30	Anna McGee....	20	Quebec.....	Steamer.....	47	Yarmouth	Gannet Rock Ledge, near Cape Foucher, U.S.	Stranded.....	....	Total loss,	2,500
" 3	Amorette	28	Charlottetown P.E.I.	Schr., wood, sail.	18	St. Peters to Arichat..	Herring Rocks entran'e to Arichat Hbr., N.S.	Stranded, Captain kept too close to shore.	....	"	200
Feb. 7	Avalon.....	11	Windsor, N.S.	" ..	116	St. John to New York.	Beverley Harbour, U.S.A.	Dragged anchors in a storm.	....	Partial loss,	1,500
Mar. —	Aldine	15	Yarmouth, N.S.	Bgtn., wood, sail.	344	Yarmouth to Buenos Ayres.	Gulf Stream, American Coast.	Encountered gales and heavy seas.	....	Partial loss. Cargo; amount of damage not reported.	
Sept. 23	Athol	8	Parrsboro', N.S.	Schr., wood, sail.	70	St. John, N.B., to Advocate, N.S.	Cumberland Bay, N.S.	Grounded	....	Partial loss,	100
June 27	Abana	9	St. John, N.B.	" ..	97	St. John, N.B., to New York.	Cape Ann, bearing S. W. by W. 5 M., Boston Bay.	Damaged in collision with another vessel.	....	"	600
1898.											
June 3	Bertha Maud.. .	15	St. John, N.B.	" ..	82	St. John, N.B., to Salem, Mass.	Salem Harbour, Mass., U.S.A.	Put into Salem Harbour leaking and foundered.	....	Partial,	500
										Cargo,	100
Sept. 20	Bessie A.....	....	New Maitland, N.S.	" ..	96	Cheverie, N.S., to Calais, Me.	Minas Basin, N.S.....	Vessel damaged in collision.	....	Partial loss,	300

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1898.		Y'rs								$
Nov. 27	Carita.	..	Port Medway, N.S.	Schr., wood, sail.	.....	Liverpool to Newburg.	Vineyard Haven Harbour, U.S.	Strong gales and high sea	....	Total loss. Amt. of loss not reported.
1899. June 19	Crestline.....	18	Hawkesbury, N.S	" ..	94·47	Sydney, N.S., to Halifax, N.S.	25 miles off Liscomb, N.S.	Sprang a leak and foundered.	....	Total loss, 1,000
Nov. 27	Canaria..	6	Windsor, N.S.	" ..	242	St. Lucia, B.W.I., to St. John, N.B.	Vineyard Haven Harbour, U.S.	Damaged by storm. Vessel was at anchor in Vineyard Haven Harbour.	....	Partial loss, 3,000
1898. June 23	Deerhill.....	23	St. John, N.B.	" ..	341	Buenos Ayres	San Nicholas, La Plata River, Argentine Republic.	Stranded.....	....	" 450
Sept. 4	Darpa.....	21	" ..	Brig, wood, sail.	324	Alma, N.B., to Sydney, C.B.	North Atlantic	Strong gales	....	" 5,000
Nov. 27	Druid.	16	St. John, N.B	Schr., wood, sail.	97	St. John, N.B., to St. Martins, N.B., to Alma, A Co., N.B.	Pisarinco, St. John Co., N.B.	Stranded in the gale of Nov. 27, 1898.	....	Partial loss, 300
Dec. 12	Dear Hill..	7	" ..	" ..	341	St. John, N.B., to Santos, Brazil.	Abandoned, lat. 35 42, long. 52 49, North Atlantic.	Tremendous gales and heavy seas.	....	Total loss, 15,000 Cargo, 4,250
Nov. 27	Delta..... .	6	Windsor, N.S.	" ..	287	New York to Cheverie.	Vineyard, Haven, U.S.A.	Damaged in the gale of Nov. 27, 1898, being run into by another vessel.	....	Partial loss, 1,500
1899. Feb. 11	Delight	5	Charlotteto'n, P.E.I.	" ..	109	St. John's, Nfld., to Pernambuco.	At sea....	Heavy seas and rough weather; ship abandoned after she became unmanageable.	....	Partial loss; amount of damage not reported.
Sept. 13	Delta.....	45	Halifax, N.S..	Barque, iron, steam.	541·71	St. John's, Nfld., to Sydney, C.B.	Marine Head, St. Mary's Bay, Nfld.	Ran ashore in the fog and strong gale.	....	Total loss; amt. of loss not reported.
June 19	Danube	30	Victoria, B.C.	Schr, iron, steam.	28	Victoria, B.C. to Skagway.	.. ..	Stranded..... ...	...	Partial loss, 20,000
1898. April 4	Ettie.....	11	St. John, N.B.	Schr., wood, sail.	117	St. John to New Haven.	Off Highland light, Cape Cod, North Atlantic.	Heavy gales	....	Partial loss, 150 Cargo, 600

Feb. 6	Greetlands	16	Quebec	Schr., iron, steam.	703	Cuba to Boston, Mass.	Near Long Island, U.S.	Damaged by heavy seas.	....	" amount of damage not reported.	
July 24 1898.	Greville	12	Parrsboro', N.S.	Schr., wood, sail.	57	Port William to St. John, N.B.	Port William River, N.S.	Carried under the bridge and dismasted.	....	Partial loss,	300
Nov. 27 1889.	Grandee	26	Sydney, N.S.	"	1265	Chatham, N.B., to Louisburg, C.B.	Near Summerside Harbour, P.E.I.	Violent gale and thick snow storm.	....	"	7,000
Sept. 7	Gasper Embree	18	Chatham, N.B.	Schr., wood, sailing.	95	Chatham, N.B., to Glace Bay.	Mouth of Flat River, P.E.I.	Casualty caused by mistake of the master.	....	" Cargo,	200 200
..... 1898.	Garronce	29	Liverpool, Eng	Iron, steamer	2485	Liverpool, Eng., to Victoria, B.C.	Burrard Inlet, B.C.	Defect in engines which did not answer the master's signals.	....	Damage trifling.	
Oct 15	Helena M.	6	Parrsboro', N.S.	Schr., wood, sail.	55	Parrsboro', N.S., to West Bay.	West Bay, Minas Basin, N.S.	Strong gale	....	Partial loss,	100
" 17	Howard	9	Lunenburg, N.S.	Schr., iron, sail.	118·80	LaHave, St. John to Boston.	Winthrop Head, Mass., U.S.A.	Misjudged effect of tide.	....	"	2,000
Nov. 27	Henry Nickerson	27	Parrsboro', N.S.	Schr., wood, sail.	70	Sackville, N.S., to St. John, N.B.	Off Cape Spencer, Bay of Fundy, N.B.	Caught in the gale of Nov. 27, 1898.	....	"	350
Dec. 26	Hydra	33	Charlottetown P.E.I.	"	67	Charlottetown, P.E.I., to Glace Bay, C.B.	Near Glace Bay Pier, C.B., N.S.	Driven on Mackenzie's Reef by wind and tide.	....	" Cargo,	500 1,150
Oct. — 1899.	Hattie May	8	Halifax, N.S.	"	149	Halifax to New York.	Off New York	Capsized in a hurricane	...	Total loss,	2,000
May — 1898.	Hiram Lowell	7	(American)	"	95	Gloucester, fishing	Pleasant Bay, M.I.	Stranded	....	Partial loss; amt. of damage not reported.	
Nov. 22	Irma	9	British	"	233	Halifax, N.S.	Halifax Harbour, N.S.	"	...	Total; amount of loss not reported.	
Sept. 22	Joseph Hay	34	New York, U.S.A.	"	165	Hillsboro', A Co., N.B., to New York.	Cape Enrage, Chignecto Bay, Bay of Fundy.	Bad weather cause of casualty.	....	Partial loss,	300
Aug. 20	Jos. C. Morgan	32	Shelburne	"	36·57	Lockeport, N.S., to Liverpool, N.S.	Black Rock, La Have, N.S.	Thick fog	....	Total loss,	500
Oct. 17	J. W. Durant	8	Parrsboro', N.S.	"	124	New York to Wolfville, N.S.	Wolfville River, N.S.	The vessel fell over at the wharf owing to a bad berth	....	Partial loss,	1,500
" 9	James Barber	11	St. John, N.B.	"	80	St. John, N.B., to Rockport, Me.	West Quoddy Light, Me., Atlantic.	Collision	....	"	450
Sept. 25	J. N. Fault	31	Halifax, N.S.	"	68	Port George to Rockland.	Petit Manan Rock, Me.	Stranded	....	Total loss.	
Nov. 12	John T. Cullinan	26	St. John, N.B.	"	98	St. Martins, N.B., to Boston, Mass.	Tynemouth Creek Bar, St. Martins, N.B.	"	....	Partial loss,	800
Dec. —	John B. Dolliver	21	Port Medway, N.S.	"	35·01	Halifax to Louisburg.	Near Round Island, C.B.	Vessel at anchor parted chains and became a total loss.	....	Total loss,	500
Feb. 21	John D. Payson		Yarmouth, N.S.				Vessel stranded near the Coast of Maine.		....	Total loss.	

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

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1899.		Yrs								$
Jan. 29	Jersey Lily	13	Shelburne, N.S.	Schr., wood, sail.	96·43	Lockeport, N.S., to Halifax, N.S.	20 miles from Scatarie Island, N.S.	Foundered in heavy weather.		Total loss. 2,800
1898.										
Jan. 20	Josaphine	10	(American)	Steamer	617	Buffalo, U.S., to Shelburne, N.S.	Yarmouth Harb., N.S.	Swung on the rocks	....	Total, 34,000
Sept. 11	J. V. Troop	20	St. John, N.B.	Ship, wood, sailing.	1295	Bulan, Phillipine Isl'd to Liverpool.	Banco Island, China Sea	Gale and shallow water	..	Partial loss; amt. of damage not reported.
1899.										
June 11	Juventa	23	Lunenburg, N.S.	Schr., wood, sail.	32	Whitehead, N.S., to Halifax.	7 miles from Liscombe Light.	Struck a submerged object which caused a leak.	...	Total loss, 400
July 15	L. C. Haley	7	Yarmouth, N.S	Schr., wood, sail.	43	Halifax to Yarmouth	Coast of Nova Scotia, Canada.	Stranded	....	" 1,000
April 8	Loanda	19	Windsor, N.S.	"	1447	Cardiff to Hong Kong		Supposed to have struck a sunken wreck.	....	Partial loss 1,500
Aug. 25	L. M. Smith	15	"	Bktn., wood, sail.	379	Miragoane to New York	White Cay, Bahamas	Ran ashore	....	Total loss 9,000
June 20	Livonian		Glasgow	Schr., steel, steamer	2635	London to Montreal to London.	Red Island Reef, River St. Lawrence.	Stranded in a fog	....	Partial loss, amount of damage not reported.
	Lobelia		West Hartlepool.	Schooner, iron steam.	1,913	New Castle to Montreal	Gulf of St. Lawrence, Canada.	Foundered	..	Trifling loss.
Oct. 1	Lakota	2	Parrsboro', N.S.	Schr., wood, sail.	124	Black River, Jamaica, to City Point.	Gulf of Mexico	Supposed to have capsized	6	Total loss, 6,000
Nov. 27	Levuka	5	"	"	76	Parrsboro' to Perry Maine, U.S.	Gleason's Cove, Perry River, Maine, U.S.	Dragged anchors and went ashore in the big gale of Nov. 27, 1898.	....	Total loss, 2,500
" 7	Lena Maud	5	St. John, N.B.	"	98	St. John, N.B., to Boston, Mass.	Head gear lost near Portland, Nor. Atl.	Heavy weather carried away head-gear and did other damage.	...	Partial loss, 125
" 11	Lima	27	(Russian)	Bktn., wood, sail.	970	Loading deals at Bay Verte, N.S.	Bay Verte Reef	Stuck on a reef	...	Partial loss. 2,000

Dec. 27	Leonard B ...	7	Parrsboro', N.S.	Schr., wood, sail.	121	New York to Wolfville, N.S.	Vineyard Haven, U.S.	Collision	....	Partial loss, 1,200
" 12	Laurence	...	(British).....	" ..	65	Sydney, N.S., to Charlottetown, P.E.I.	Cape George, N.S.....	Ran ashore.....	....	Total loss. amount of loss not reported.
1899.										
Jan. 14	Leader.....	3	Lunenburg ...	" ..	97·45	Lunenburg to Placentia Bay, Nfld.	Supposed to be near Beaver Hbr., N.S.	Supposed to have capsized in a squall or caught on reefs.	7	Total loss, 4,000 Cargo, 2,000
May 10	Lady Speedwell..	17	Halifax, N.S..	" ..	56·61	Pictou, N.S., to Chatham, N.B.	1½ miles from Cape Jourimain, Lt.	Stranded in thick and foggy weather.	...	Total loss, 1,000
July 28	Lizzie M.....	22	" ..	" ..	37	Halifax to Canso	.....	Filled and sank.....	....	Total loss, amount of loss not reported.
1897.										
Oct. 19	Marie Sarah.....	....	Quebec	.....	.....	....	River du Loup, River St. Lawrence.	....	...	Total loss, amount of loss not reported.
1898.										
Aug. 6	Melinda	16	Parrsboro', N.S.	Schr., wood, sail.	88	Parrsboro to Yarmouth	Cape St. Mary, N.S..	Stranded.....	...	Partial loss, 600
1898.										
Sept. 19	Maggie Smith...	18	Lunenburg, N.S.	" .	82·59	Pictou, N.S., to Sydney, C.B.	Off Harbour Bouche, N.S.	Stranding	....	Partial loss.
1898.										
Sept. 30	Manauence.....	23	Liverpool, Eng.	Schooner, iron, steam.	1672	Vancouver to Wrangle.	Wrangle Narrows, Alaska.	Casualty caused by strong tide.	....	Partial loss, amount of casualty not reported.
July 8	Milwaukee	1 5/12	" ..	Schr., steel, steamer.	4755	London to Montreal to London.	Richelieu Rapids, St. Lawrence River, Que.	Low water..... ..	...	Partial loss, amount of damage not reported.
Oct. —	M. E. Jackson .	....	Sydney, N.S..	Sailing.....	.. ..	Sydney to Chatham...	Buctouche Beach.....	Stranded.....	....	Total loss, 1,600
Nov. 23	Mistletoe..... .	23	St. John, N.B.	Bark, wood, sail.	787	New York to Ship Island.	Barbadoes	Stranded	....	Total loss, 8,000
Feb. —	May Flower. ..	8	Lunenburg, N.S.	Schr., wood, steamer.	2·99	Lockeport.....	South Coast of U.S..	Stranded..... ...	...	Total loss, 700 Cargo, 20
Dec. —	Margaret J.....	4/12	Halifax, N.S .	Schr., wood, sail.	56	Sydney, C.B., to Wine Harbour.	Wedge Island..... ...	.....	....	Total loss, 1,800
.....	Mariner	...	(American)....	" ..	78	Fishing.	Sable Island..	....	....	Total loss, amount of loss not reported.
1899.										
May 13	Matilda Hopewell	39	Sydney, N.S..	" ..	89	Sydney to Halifax....	Black Rock entrance to Great Bras d'Or, N.S.	Stranded in thick fog and strong tide.	4	Total loss, 1,000
Feb. 16	Mary P.....	15	Charlottetown P.E.I.	" ..	144	Barbadoes	Caribbean Sea..... .	Struck on a reef, causing vessel to leak badly. Abandoned.	....	Total loss, amount of loss not reported.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.	
1899.		Yrs									$
Feb. 11	Melbourne	6	Yarmouth, N.S.	Schr., wood, sail.	170	Macoris to New York.	North Atlantic	Heavy gales	...	Partial loss,	100
" 18	Myrtle Purdy	15	St. John, N.B.	"	85	River Herbert to Parrsboro', N.S.	Mouth of Aulac River, Cumberland Bay.	Wind died away and vessel caught on bank and filled with water.	...	Partial loss,	200
1898.											
Sept. 16	Nevada	4	Lunenburg, N.S.	"	135	Lunenburg to Lunenburg to Ponce, P. Rico	North Atlantic Ocean.	Foundered	...	Total loss	5,000
May 8	Nyanza	7½	"	"	116·13	Lunenburg to Magdalen Islands.	2 miles south of Entry Island, Magdalen Islands, G. St. Lawrence	Struck the ice and foundered.	...	Total loss, Cargo	5,000 3,000
Aug. 17	Newburgh	10	Windsor, N.S.	"	505	New York to Windsor, N.S.	North side of Briar Island, Bay of Fundy.	Went ashore	...	Partial loss	2,700
Nov. 27	Nellie Doe	31	St. John, N.B.	"	110	Harvey, N.B., to New York.	East side of Vineyard Haven, Mass.	Stranded in heavy gale of Nov. 27, 1898.	...	Total loss, Cargo,	2,000 800
" 12	Norka	2	Lunenburg, N.S.	"	153·71	Lunenburg to Ponce, P. Rico.	140 miles S.E. of Bermuda, N. Atlantic	Sprung a leak	...	Partial loss,	147
" 27	Narcissus	15	"	"	98·93	Boston to Shelburne	At sea	Foundered	...	Total loss, Cargo,	4,000 3,000
1899. July 19	Nancy Anna	39	Parrsboro', N.S.	"	35	Diligent River, N.S., to West Bay, N.S.	Salter's Point, Diligent River, Minas Gut, N.S.	Grounded on the rocks at mouth of river and afterwards drifted off.	...	Partial loss,	1,700
Sept. 22	Oliver Eldridge	28	Gloucester, U.S.	"	48	Gloucester, U.S., to Louisburg, N.S., to Gloucester, U.S.	St. Peter's Island, N.S.		...	Total loss,	2,000
Nov. 30	Olivette	21	St. John, N.B.	Wood'n steamer.	201	Vessel was laid up for repairs at St. John, N.B.	Hilyard's Blocks, St. John, N.B., North End.	Fire	...	"	7,700
1899. Jan. 7	Orion	14	Charlottetown P.E.I.	Schr., wood, sail.	77·72	St. Pierre to Souris, P.E.I.	On bar in Louisburg Harbour, N.S.	Stranded	...	Total loss, amount of loss not reported.	

"	3	Orion	10	"	"	77·72	" "	Cape Breton coast, Louisburg Light, N.S.	Stranded; broke main and fore boom.	....	Total loss, 1,000 Cargo, 75
1898.											
Nov.	27	Pefetta	8	Windsor, N.S.	"	124	St. John, N.B., to Bridgeport.	Vineyard Sound, U.S.	Run into during the gale of Nov. 27, 1898.	....	Partial loss, 500
Dec.	16	Parisian	....	Lunenburg, N.S.	"	107	Sydney to Halifax	300 yds. from White Head Light.	Stranded	2	Total loss, amount of loss not reported.
Sept.	27	Pioneer	19	Victoria, B.C.	"	66	Victoria, B.C	North Pacific	Vessel has not been heard of since sailing.	..	Total loss, 6,000 Cargo, 4,600
1899.											
Feb.	1	Pefetta	9	Windsor, N.S.	"	135	New York to St. John.	Petit Manan Reef, Maine, about half a mile from Lighthouse.	Stranded	....	Total loss, 3,000 Cargo, 1,000
1898.											
Dec.	16	Parisian	16	Lunenburg, N.S.	"	107	Louisburg, C.B., to Halifax, N.S.	Whitehead, N.S	"	2	Total loss, amount of loss not reported.
1899.											
Feb.	8	Potance	4½	Liverpool, N.S	"	231	St. John, Nfld., to Pernambuco.	North Atlantic	Damaged in a hurricane.	....	Partial loss, amount of damage not reported.
May	5	Persia	12½	Windsor, N.S.	Bktn., wood, sailing.	578	Antigua, W.I., to New York.	North Atlantic, Lat. 24° 30′, long. 70° 20′.	Struck by a whirlwind	....	Partial loss, amount of damage not reported.
Sept.	25	Prince Rupert	5	London	Schr., steel, steam.	620	Digby Light, Bay of Fundy.		Struck a submerged log, carrying away one of the floats and other damage.	....	Partial loss, 1,000
April	24	Prince Rupert	5	"	"	620	St. John, N.B., to Digby, N.B.	Near Digby Light, Bay of Fundy.	Struck a submerged log	....	" 9,000
"	12	Pioneer	23	Arichat, N.S.	Schr., wood, sail.	32	Ship laid up for winter.	Pinette Harbour, P.E.I	Heavy drifting ice caused schooner to drag and finally sank.	...	Total loss, 300
1898.											
July	15	Repton	4	London	Bktn., steel, steam.	1852	Shields to Fleetwood	In the Miramichi River, N.B.	Collided with the steamer *Cunaxa*.	....	Partial, 500
"	4	R. L. T	....	Lunenburg, N.S.			Boston to Savannah		Foundered in collision with ss. *Chemski*.		
Sept.	8	Rossland	1	Vancouver, B.C.	Wood, steam.	531·50	Arrowhead, B.C., to Roleson, B.C., to Arrowhead, B.C.	Lower Arrow Lake, B.C.	Collision	....	Trifling damage.
Nov.	27	Rebecca W	17	Windsor, N.S.	Schr., wood, sail.	115	Shulee, N.S., to Barbadoes, B.W.I.	6 miles south-east from Apple River Light, N.S., Bay of Fundy.	Heavy weather	...	Partial loss, 250
"	27	Rondo	16	St. John, N.B.	"	123	St. John, N.B., to Fall River, Mass.	Vineyard Haven, Mass., U.S.	Collision, caused by the gale of Nov. 27, 1898.	...	Total loss, 1,500 Cargo, 13,850
"	26	Robert Ewing	6	Parrsboro', N.S.	Bktn., wood, sail.	422	New York, U.S., to Halifax, N.S.	Vineyard Sound, U.S.	Dragged anchors in the gale of Nov. 27, 1898.	....	Partial loss, 500
	27	Renfrew	....	Halifax, N.S.		41·99		Hart's Island, Canso, N.S.		....	Total loss, amount of loss not reported.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1899.		Yrs								$
Mar. 8	Roy	13	St. John, N.B.	Schr., wood, sail.	90	St. John, N.B., to Boston, Mass.	Near Thatcher's Island, North Atlantic.	Heavy gale	....	Total loss, 1,000 Cargo, 1,145
1898. Mar.	R. Carson	11	"	"	99	Loading at St. John, Boston.	Gardner's Creek, St. John.	Stranded	..	Partial loss, 2,000 Cargo, 420
1899. Jan. 2	Ramona	9	Charlottetown P.E.I.	Bktn., wood	404	Savannah to Queenstown, Ire.	At sea	Rough weather	....	Partial loss, amount of loss not reported.
Mar. 21	R. Marrow	16	Maitland, N.S.	Barque, wood, sailing.	1156	Pensacola, Fla., to Buenos Ayres.	River Plate, S.A	Grounded on the Ortez Bank.	..	Partial loss, amount of damage not reported.
Sept. 7	Rewena	17	Truro, N.S	Schr., wood, sail.	38	Minasville to West Bay, Parrsboro'.	Minasville River, Minas Basin, N.S.	Damaged at mouth of Minasville River by running against a raft.	....	Partial loss, 100
1898. June	Shenandoah	6	Annapolis, N.S.	"	198	New York	Chesapeake Bay, U.S.	Burnt	....	Total amount of loss not reported.
Aug. 10	Stadacona	13	Parrsboro', N.S.	Bk., wood, sail	1011	Philadelphia to Cape Town.	Atlantic Ocean	Big gale	....	Partial loss, 200
Sept. 4	Stella Maud	7	St. John, N.B.	Schr., wood, sail.	98	Hartford to St. John, N.B.	Point Jude, Rhode Island.	Thick fog	....	" 125
" 10	Spring Bird	29	Halifax, N.S.	"	92	Pugwash, N.S., to Margaree, N.S.	Margaree Harbour, N.S	Rough weather	....	Total loss, 200
Oct. 17	Sunshine	....	Windsor, N.S.	Schooner	86	Louisburg, N.S., to Wolfville, N.S.	½ mile from Baccaro Light House, N.S.	Stranded	..	Total loss, amount of loss not reported.
Aug. 24	Silver Cloud	18	Digby, N.S	Schr., wood, sail.	45	St. John, N.B., to Digby, N.S.	Partridge Island, Bay of Fundy.	Collision in thick fog	....	Partial loss, 400 Cargo, 1,000
Oct. 2	Syanara	14	Bridgetown, Barbadoes.	"	299	Savannah to St. John, N.B.	Quarantine Station, Savannah River Georgia, U.S.	Driven ashore by hurricane.	..	Partial loss, 3,000

Nov.	27	Spinaway	23	British	Bktn., wood, sail.	325	.....	North Pacific	Sprang aleak in heavy gales.	....	Partial loss, amount of damage not reported.
"	14	Sabrian	15	St. John, N.B.	Schr., wood, sail.	111	North Sydney to Windsor, N.S.	Spencer's Island, N.S.	Damaged in collision, caused by strong current	....	Partial loss, 600
.....		Stikine Chief	3 m.	Vancouver, B.C.	Wood, steam.	.....	Vancouver to St. Michaels.	Alaskan waters, North Pacific.	Parted chains while being towed.	....	Total loss, amount of loss not reported.
Dec.	9	Saxon	7	St. John, N.B.	Schr., wood, sail.	119	Wallace, N.S., to Boston, U.S.	Green Island, near Cape Sable Island.	Misstayed while attempting to work up into Clark's Harbour and went on shore on Green Island before the anchor could be got ready.	....	Total loss, 3,000
"	..	Sarah E. Ells	..	" ..	" ..	19	Hall's Harbour	Apple River, N.S	Parted cables and stranded.	....	Partial loss, amount of damage not reported.
Nov.	27	Success	...	Halifax, N.S.	" ..	21	Halifax, N.S.	Halifax Harbour, N.S.	Stress of weather and thick snow storm.	2	Total loss, 500
"	25	Salina	12	Parrsboro', N.S.	Barque, wood, sail.	296	Philadelphia to Sagua, Cuba.	Entrance of Sagua, Cuba.	Casualty caused by buoys being taken up and not replaced.	....	Partial loss, 500
Dec.	7	Surprise	14	" ..	Schr., wood, sail.	60	Parrsboro', N.S., to Hillsboro', N.B.	Parrsboro' River, middle ground Basin of Minas, N.S.	Stranded	....	" 600 Cargo, 90
Nov.	27	Seraphine	10	Digby, N.S.	" ..	120	Clements Port, N.S., to Boston, U.S.	Boston Harbour, Mass., U.S.	Chains parted and vessel drifted on shore.	..	Total loss, 500
"	..	Scottish King	2	London, Eng.	Steamer, steel.	498	Antwerp to Boston	Seals Cove, Newfoundland.	Stranded	....	Serious casualty, supposed to be a total loss.
1899.											
Jan.	2	Sabrina	15	St. John, N.B.	Schr., wood, sail.	111	Cheverie to Weymouth	Eastern side of Fisherman's Island, United States coast (Maine).	"	....	Total loss, 2,500 Cargo, 360
Feb.	15	Susan Annie	23	Parrsboro, N.S.	" ..	79	North Head to Parrsboro, N.S.	Off Isle Haute, Bay of Fundy, N.S.	Caught in the ice	....	Partial loss, 100
Mar.	29	Sam Slick	1	Windsor, N.S.	" ..	90	St. John, to Spencer's Isl'd, Parrsboro', N.S	Off Spencer's Island, Bay of Fundy.	"	....	" 150
May	4	Silver Spray	2	Parrsboro, N.S.	" ..	9	West Bay to Ports down the Bay.	Off Isle Haute, Bay of Fundy.	Capsized in a squall	....	" 100
Feb.	14	Severn	15	Windsor, N.S.	" ..	446	Sabane la Mar to New York.	Entrance to Havana, Cuba.	Not enough sea room	....	" amount of damage not reported.
"	2	Siddartha	19	Sackville, N.B.	Barque, wood, sail.	438	Jacksonville, Florida, Liverpool.	At sea	Rough weather and sea caused the vessel to spring a leak.	....	Total loss, amount of loss not reported.
May	28	Samoa	10	Lunenburg, N.S.	Schr., wood, sail.	89·50	Lunenburg to Georgetown.	Coast of Guysboro' Co., N.S.	Strong tide and wind	....	Total loss, 2,000 Cargo, 1,300
July	30	Sea Nymph	34	Halifax, N.S.	" ..	41·46	North Sydney to St. Pierre.	3 miles off Low Point, C. Breton coast, N.S.	Sprang a leak and foundered.	....	Total loss, 700 Cargo, 180

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1898.		Y'rs								$
Mar. 21	Springwood	2	Shelburne, N.S.	" ..	98	Boston, U.S.A., to Lockeport, N.S.	Lower Middle Shoal, Boston Hbr., U.S.	Grounded and sprang a leak.	....	Partial loss, amount of damage not reported.
Sept. 15	Sarah F.....	13	Parrsboro', N.S.	" ..	89	Parrsboro', N.S., to Seal Island, N.S.	Off Green Island, Yarmouth, N.S.	Sprang a leak and foundered.	....	Total loss, 1,200 Partial loss of cargo, 450
" 18	Sebago	14	Portland, Me.	" ..	254	Hillsboro', N.B., to Newark, N.J., U.S..	Near Musquash, Light Bay of Fundy, N.B..	Collision; was run into by another vessel, the *Vineyard*, through carelessness on the part of the *Vineyard*.	....	Partial loss, 500
" 8	S. G. Irwin	....	Arichat, N.S..	" ..	98	Louisburg to Yarmouth	South shore, N.S	Sprang a leak and foundered.	....	Total loss, 500
" 4	Sea Bird.....	31	St. John, N.B.	" ..	80	St. John, N.B., Rockland, Me.	Coast of Maine, U.S.A.	Ran into by the *Marie Delphine*.	....	Partial loss, 200
1898.										
July 13	Treasurer	14	Parrsboro', N.S.	Ship, wood, sail.	1386	Iloilo to New York ...	Off Hatteras, Atlantic Ocean.	Heavy sea and gale	...	Partial loss, 3,000
Oct. 9	Temperance Bell.	28	St. John, N.B.	Schr., wood, sail.	91	Boston to St. John....	Quoddy Lt., North Atlantic.	Collision	....	" 200
Nov. ..	Turrent Chief....	2	Newcastle ...	Steamer, steel.	1192	Quebec	St. Lawrence River, near Quebec.	Stranded.....	...	Trifling loss.
" 27	Tay	11	St. John, N.B.	Schr., wood, sail.	125	St. John, N.B., to New York.	Vineyard Haven, Mass., U.S.A.	Damaged in collision in the storm of Nov. 27, 1898.	....	Partial loss, 1,000 Cargo, 125
April 21	Tees	6	Victoria, B.C.	Schr., steel, steam.	6	Victoria to Skagway, Alaska.	McLaughlin Bay, B.C.	Stranded..	....	Partial loss, amount of damage not reported.
1899. Mar. 24	Tees	6	" ..	Schr., iron, steam.	569	" ..	Seaforth Channel, B.C.	Stranded on the rocks through error of mate in giving orders.	....	Partial loss, 2,500

Nov.	27	Spinaway	23	British	Bktn., wood, sail.	325	.....	North Pacific	Sprang aleak in heavy gales.	....	Partial loss, amount of damage not reported.
"	14	Sabrian	15	St. John, N.B.	Schr., wood, sail.	111	North Sydney to Windsor, N.S.	Spencer's Island, N.S.	Damaged in collision, caused by strong current	....	Partial loss, 600
.....		Stikine Chief	3 m.	Vancouver, B.C.	Wood, steam.	.....	Vancouver to St. Michaels.	Alaskan waters, North Pacific.	Parted chains while being towed.	....	Total loss, amount of loss not reported.
Dec.	9	Saxon	7	St. John, N.B.	Schr., wood, sail.	119	Wallace, N.S., to Boston, U.S.	Green Island, near Cape Sable Island.	Misstayed while attempting to work up into Clark's Harbour and went on shore on Green Island before the anchor could be got ready.	....	Total loss, 3,000
"	..	Sarah E. Ells	...	" ..	" ..	19	Hall's Harbour	Apple River, N.S	Parted cables and stranded.	....	Partial loss, amount of damage not reported.
Nov.	27	Success	...	Halifax, N.S.	" ..	21	Halifax, N.S.	Halifax Harbour, N.S.	Stress of weather and thick snow storm.	2	Total loss, 500
"	25	Salina	12	Parrsboro', N.S.	Barque, wood, sail.	296	Philadelphia to Sagua, Cuba.	Entrance of Sagua, Cuba.	Casualty caused by buoys being taken up and not replaced.	....	Partial loss, 500
Dec.	7	Surprise	14	" ..	Schr., wood, sail.	60	Parrsboro', N.S., to Hillsboro', N.B.	Parrsboro' River, middle ground Basin of Minas, N.S.	Stranded	....	" 600 Cargo, 90
Nov.	27	Seraphine	10	Digby, N.S.	" ..	120	Clements Port, N.S., to Boston, U.S.	Boston Harbour, Mass., U.S.	Chains parted and vessel drifted on shore.	....	Total loss, 500
"	..	Scottish King	2	London, Eng.	Steamer, steel.	498	Antwerp to Boston	Seals Cove, Newfoundland.	Stranded	....	Serious casualty, supposed to be a total loss.
1899.											
Jan.	2	Sabrina	15	St. John, N.B.	Schr., wood, sail.	111	Cheverie to Weymouth	Eastern side of Fisherman's Island, United States coast (Maine).	"	....	Total loss, 2,500 Cargo, 360
Feb.	15	Susan Annie	23	Parrsboro,' N.S.	" ..	79	North Head to Parrsboro,' N.S.	Off Isle Haute, Bay of Fundy, N.S.	Caught in the ice	....	Partial loss, 100
Mar.	29	Sam Slick	1	Windsor, N.S.	" ..	90	St. John, to Spencer's Isl'd, Parrsboro', N.S	Off Spencer's Island, Bay of Fundy.	"	....	" 150
May	4	Silver Spray	2	Parrsboro,' N.S.	" ..	9	West Bay to Ports down the Bay.	Off Isle Haute, Bay of Fundy.	Capsized in a squall	....	" 100
Feb.	14	Severn	15	Windsor, N.S.	" ..	446	Sabane la Mar to New York.	Entrance to Havana, Cuba.	Not enough sea room	....	" amount of damage not reported.
"	2	Siddartha	19	Sackville, N.B.	Barque, wood, sail.	438	Jacksonville, Florida, Liverpool.	At sea	Rough weather and sea caused the vessel to spring a leak.	....	Total loss, amount of loss not reported.
May	28	Samoa	10	Lunenburg, N.S.	Schr., wood, sail.	89·50	Lunenburg to Georgetown.	Coast of Guysboro' Co., N.S.	Strong tide and wind	....	Total loss, 2,000 Cargo, 1,300
July	30	Sea Nymph	34	Halifax, N.S.	" ..	41·46	North Sydney to St. Pierre.	3 miles off Low Point, C. Breton coast, N.S.	Sprang a leak and foundered.	....	Total loss, 700 Cargo, 180

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port Sailed from. — Port Bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1899.		Yrs								$
Jan. 29	Jersey Lily.. ...	13	Shelburne, N.S.	Schr., wood, sail.	96·43	Lockeport, N.S., to Halifax, N.S.	20 miles from Scatarie Island, N.S.	Foundered in heavy weather.		Total loss, 2,800
1898.										
Jan. 20	Josaphine. ..	10	(American)....	Steamer	617	Buffalo, U.S., to Shelburne, N.S.	Yarmouth Harb., N.S.	Swung on the rocks. ..	...	Total, 34,000
Sept. 11	J. V. Troop.	20	St. John, N.B.	Ship, wood, sailing.	1295	Bulan, Phillipine Isl'd to Liverpool.	Banco Island, China Sea	Gale and shallow water.	..	Partial loss; amt. of damage not reported.
1899.										
June 11	Juventa	23	Lunenburg, N.S.	Schr., wood, sail.	32	Whitehead, N.S., to Halifax.	7 miles from Liscombe Light.	Struck a submerged object which caused a leak.	...	Total loss, 400
July 15	L. C. Haley....	7	Yarmouth, N.S	Schr., wood, sail.	43	Halifax to Yarmouth..	Coast of Nova Scotia, Canada.	Stranded.....	....	" 1,000
April 8	Loanda	19	Windsor, N.S.	" ..	1447	Cardiff to Hong Kong.	....	Suppposed to have struck a sunken wreck.	....	Partial loss 1,500
Aug. 25	L. M. Smith....	15	" ..	Bktn., wood, sail.	379	Miragoane to New York	White Cay, Bahamas.	Ran ashore.....	....	Total loss 9,000
June 20	Livonian..	..	Glasgow . ..	Schr., steel, steamer.	2635	London to Montreal to London.	Red Island Reef, River St. Lawrence.	Stranded in a fog	....	Partial loss, amount of damage not reported.
.....	Lobelia	...	West Hartepool.	Schooner, iron. steam.	1,913	New Castle to Montreal	Gulf of St. Lawrence, Canada.	Foundered	..	Trifling loss.
Oct. 1	Lakota	2	Parrsboro', N.S.	Schr., wood, sail.	124	Black River, Jamaica, to City Point.	Gulf of Mexico..	Supposed to have capsized	6	Total loss, 6,000
Nov. 27	Levuka	5	" ..	" ..	76	Parrsboro' to Perry Maine, U.S.	Gleason's Cove, Perry River, Maine, U.S.	Dragged anchors and went ashore in the big gale of Nov. 27, 1898.	....	Total loss, 2,500
" 7	Lena Maud.....	5	St. John, N.B.	" ..	98	St. John, N.B., to Boston, Mass.	Head gear lost near Portland, Nor. Atl.	Heavy weather carried away head-gear and did other damage.	....	Partial loss, 125
" 11	Lima.....	27	(Russian).....	Bktn., wood, sail.	970	Loading deals at Bay Verte, N.S.	Bay Verte Reef.....	Stuck on a reef.....	...	Partial loss, 2,000

1898. Nov. 13	Sophy	3	Kingston, Ont	Steamer, wood	17·50	Laid up for the winter in Kingston Harbour	Laid up for winter in Kingston Harbour.	Fire	Total loss,	5,500
1899. Aug. 26	S. L. Tilley	18	St. Catharines, Ont.	Steam	769	Kingston, Ont., to Cleveland, Ohio.	9 miles from Fairport, Lake Erie.	"	"	46,000
									Cargo,	200
" 5	Tramp	4	Peterboro, Ont	Steamer, wood	1·70	At anchors	McCracken's Landing, Story Lake, Ont.	"	Total loss,	500